

COACH AND BUS

WEEK

The PSV Industry's News Weekly

ISSUE 70 JUNE 19 1993



FRESH ROW OVER ROUTE NUMBERS

Small operator accuses GM Buses of passing-off Page 5

DISCOUNT THREAT TO TRAVELCARD

All-modes London ticket may not survive deregulation Page 12



NORWAY WITHOUT THE HASSLES

Some hints and tips for your first fjords foray Pages 34 & 36

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GOODBYE TO ALL THIS

Is it the end of the road for cash and tickets?

● STEERING & SUSPENSION

Air suspension, Shock Absorbers, Ball Joints/Pins, King Pins/Kits, Wheel Nuts/Studs, Shackles/Pins/Bushes, U Bolts, Springs, Bump Stops

● BRAKING

Brake Drums, Linings, Camshafts, Air Brake

● ENGINE

Injector Pipes, Mountings, Seals

● TRANSMISSION

Mountings, Bearings, Seals, U.J.'s, Clutches.

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&
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CATALOGUE



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HARWOOD

1982 (November) **FORD R1115 PLAXTON**
PARAMOUNT 3200, 49 recliners, Autumn stripe
moquette with full soft trim interior, power operated
entrance door, white/black/red.
M.O.T. JULY 1994.

1990 (September) **DENNIS JAVELIN DUPLE 320 11M**,
55 seats, grey/yellow/orange moquette, power
operated entrance door, air suspension, white.
M.O.T. MAY 1994

1982 VOLVO B58 JONCKHEERE BERMUDA 12M, 51
recliners, grey/blue moquette, rear sunken toilet,
continental door, tinted side windows, curtains, courier
seat, drinks machine, driver's berth, wiring TV/video,
white/blue.

M.O.T. JANUARY 1994

1987 (August) **IVECO DAILY WHITTAKER**, 14 high-
backed coach seats, red/grey moquette, white/
crimson.

M.O.T. MAY 1994

1988 BEDFORD YNV PLAXTON PARAMOUNT 3200,
53/55 seats, brown moquette, courier seat, power
entrance door, cream/red.

M.O.T. JANUARY 1994

1991 TOYOTA CAETANO OPTIMO II, 21 seats, grey/
red moquette, radio/cassette equipment, white.

M.O.T. JANUARY 1994

1988 (November) **BOVA FUTURA FHD 12.290**
INTEGRAL 12M, 49 str, red moquette (44 recliners +
5-way fixed at rear) centre sunken toilet, continental
door, double glazed tinted side windows, curtains,
courier seat, white/orange/yellow.
M.O.T. NOVEMBER 1993

1983 VOLVO B10M JONCKHEERE JUBILEE P90
TWIN DECK, 57 seats (49 upper saloon + 8 lower
saloon), beige/orange moquette, toilet, water boiler,
wired colour monitors/video, white.
M.O.T. APRIL 1994

1987 (October) **BOVA FUTURA FHD 12.290**
INTEGRAL 12M, 49 recliners, grey/red moquette,
centre sunken toilet, continental door, double glazed
tinted side windows, curtains, courier seat, water boiler,
coolbox, TELMA retarder, metallic silver/blue/yellow.
M.O.T. OCTOBER 1993

1984 DAF SB2300 JONCKHEERE JUBILEE P50
12M 49 recliners, brown/beige/red moquette, rear
floor mounted toilet, continental door, driver's berth,
water boiler, white/beige/brown.
M.O.T. JULY 1993

1989 VOLVO B10M GL VAN HOOL ALIZEE-H 12M
51/55 recliners, grey/red moquette, centre sunken
demountable toilet, continental door, tinted side
windows, curtains, courier seat, all white.
M.O.T. NOVEMBER 1993

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M,
51 seats grey/red moquette (46 recliners + 5 way
fixed at rear), centre sunken toilet, continental door,
double glazed side windows, curtains, courier seat,
water boiler, coolbox, wired TV/video, cream/orange.
M.O.T. MARCH 1994

1985 (October) **DAF SB2300 LAG GALAXY 12M**, 53
recliners, grey/red/orange moquette, continental door,
Webasto heating, drinks machine, power plug-type
entrance door, white/yellow/green.
M.O.T. SEPTEMBER 1993

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M, 51
seats (46 reclining + 5-way fixed at rear), grey/red
moquette, centre sunken toilet, continental door,
double glazed tinted side windows, curtains, courier
seat, coolbox, water boiler, wired TV/video, white/red/orange.
M.O.T. DECEMBER 1993

1982 VOLVO B10M JONCKHEERE BERMUDA 12M,
49 recliners, grey/red moquette, rear sunken toilet,
continental door, wiring TV/video, TELMA retarder,
white/red/blue.
M.O.T. FEBRUARY 1994

1987 MERCEDES 609D REEVE BURGESS, 19 seats,
grey/blue moquette, exterior cream/brown.
M.O.T. MARCH 1994

TRADE DESCRIPTIONS ACT

In detailing these used saloon coaches we have
quoted the year of registration and not necessarily
the model or year of manufacture.

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MOSELEY

LOOP-holes and grey areas seem to be a consequence of legislation inspired by the spirit of the law in a culture more accustomed to working to the letter of the law.

As the implications of the EC Directive on Package Holidays filter through they seem to unearth more and more areas of concern — areas which, if we were being uncharitable, suggest that the legislators knew not what they were doing. In reality we know that those who wrote the rules were taking a charitable view of the tourism industry. They were seeking to protect the consumer without placing unnecessary constraints on business.

However, those who believe rules should be obeyed are dismayed when confronted by tour organisers who appear to be "getting away with it".

These are the main concerns:

● Hotels who claim to offer bonding or to have set up a trust fund, but sell via an agent - ie coach operator, travel agent or group organiser. The consumer books with the agent who then pays the hotel. However, the consumers' payment is not protected until the hotel receives the money and it is

'To say that, because the consumer has a choice of transport, in this case the ferry, and the organiser books the hotel and "the selected ferry crossing", this then does not fall within the terms of the Directive makes a mockery of any intention to protect the consumer'

probable that part is not protected.

● Wholesalers who, because they deal with the trade, by definition do not come within scope of the Directive. But again the time lapse between the customer's money being paid to the agent and it reaching the wholesaler, who has now become the organiser, is risk time and open to abuse. There are ways to guarantee the consumer is protected but in the main this would require the wholesaler to cover the risk of all its customers and restrict cash flow.

● The recent statement by the Department of Trade and Industry supporting the President of the Board of Trade, Michael Heseltine, who wrote to failed operator SFV saying it did not need to be bonded, throws the whole Directive open to abuse.

To say that, because the consumer has a choice of transport, in this case the ferry, and the organiser books the hotel and "the selected ferry crossing", this then does not fall within the terms of the Directive makes a mockery of any intention to protect the consumer.

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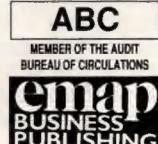
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■ Stagecoach subsidiary Sussex Coastline Buses faces controls on one of its services in Bognor Regis after the Monopolies and Mergers Commission decided it had acted anti-competitively against local independent Easy Rider Mini-coaches. The MMC has decided that Sussex Coastline, which then traded as Southdown, operated route 242 at uneconomic fares with the intention of undermining Easy Rider. Page 6

■ Nottinghamshire independent Skills has invested in three new coaches as part of a programme to continually improve the standard of its fleet and the quality of service to customers. Two of the coaches are rare Mercedes-Benz-chassied vehicles with Jonckheere bodies for executive quality travel. Page 7

■ KHCT driver George O'Neill lost his claim for unfair dismissal, despite producing a pair of clogs at a Hull tribunal to prove he had been needlessly sent home for wearing unsuitable footwear. KHCT human resources manager John Ranby told the tribunal the main reason for sacking Mr O'Neill was that he was transport manager for Fairway Coaches which KHCT regarded as a rival. Page 8

■ Buses in the Harrow area are to be equipped for the world's largest trial of a Smartcard electronic bus ticketing system. The trial, which starts later this summer, will involve every major route in the area. Almost 200 buses will take part and, if the 18-month trial is successful, there are plans to extend the scheme London-wide. Page 9

■ Delivery of Iveco minibuses will be speeded up, thanks to an agreement between Iveco Ford, Marshall SPV, Birmingham Bus Centre and Guest Motors of West Bromwich. Page 10

■ Minister for transport in London Steven Norris' pledge that Travelcard will survive bus deregulation has sparked a comment from a senior London Transport official, who fears the ticket may be wiped out if privatised and deregulated bus operators launch a cheaper bus-only London-wide ticket. Page 12

■ Asquith of Great Yeldham has exported four of its replica minibuses to the Czech Republic. Page 14

COACH AND BUS EVENTS:

- September 13 to 17: PTRC European Transport Highways and Planning 21st Annual Summer Meeting, University of Manchester Institute of Science and Technology, Zofia Duszynska, tel 081 741 1516, fax 081 741 5993
- September 13-17: 26th International Symposium on Automotive Technology and Automation Conference, Aachen, Germany. ISATA, tel 081 681 3069
- September 26: SHOWBUS, Imperial War Museum, Duxford. Trade inquiries ONLY to Charles Nicholson, Showbus, The Apothecaries Lodges, off Collinswood Road, Farnham Common, Bucks
- October 7-10: Coach & Bus 93, Hall 5, National Exhibition Centre, Birmingham. Philip Carlisle, BCC, tel 071 831 7546, fax 071 242 0053
- October 15-20: European Coach and Bus Fair, Kortrijk, Belgium, tel 010 32 51 22 60 60
- November 16-19: Autotech 93, National Exhibition Centre Birmingham. Julie Brown/Corinne Paine, IMechE, tel 071 973 1316

COACH

Package Directive fears uncovered

By Mike Morgan

MAJOR concerns have erupted which cast doubt on the ability of the EC Package Holiday Directive to protect the consumer.

The coach tourism industry is alarmed at the implications of the Department of Trade's support for President of the Board of Trade, Michael Heseltine, who wrote to failed operator, SFV, saying it did not need to be bonded.

One source claimed the judgement denied the consumer protection and threw the whole Directive into doubt. Mr Heseltine says that, where the consumer has a choice of transport and the organiser books the hotel and "the selected ferry crossing", this does not fall within the terms of the

Directive. The SFV case follows mounting concern by coach operators that package holiday theory and practice are starting to diverge. Rather than protect the consumer, some "organisers" appear to be finding loopholes - and getting away with it.

Some hotels and a small number of tour wholesalers are among those causing concern where consumers' money is not protected until it reaches the organiser who claims to offer bonding, trust fund or the necessary insurance.

Coach and Bus Week has received reports of hotels who sell through an agent - ie coach operator, travel

agent or group organiser, yet the consumer is not protected until the hotel receives the money, and it is probable that part of the money is not protected at any time.

Another instance of a time lapse which threatens the degree of protection available to the consumer is when coach operators take payment on behalf of wholesalers.

While wholesalers do not come within scope of the Directive because they deal with the trade, they do offer various schemes of financial protection.

But to protect the consumer the wholesaler must cover the risk of all its customers with a consequential restriction on its cash flow.

COACH

Drivers hours clampdown

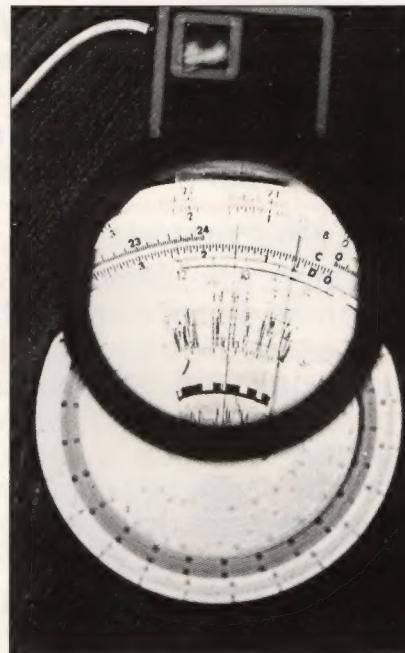
DRIVERS and operators who breach the drivers' hours, rest periods and the fitting and use of tachos are now more likely to be caught by the Vehicle Inspectorate.

In response to growing concern over the potential road hazard caused by driver fatigue, the Vehicle Inspectorate is setting up task forces which will co-ordinate checks and inspections and monitor results across the country.

In addition to normal roadside checks, examiners will, in consultation with traffic commissioners and local police, be targeting particular locations and suspected drivers and operators.

While the task force's effort will concentrate on HGVs, coaches will inevitably be pulled into the net.

There will be a significant increase in silent checks, where sightings by



Tachos under microscope

not normally expect to see us, for example, during the night, early mornings and generally outside office hours.

"Silent checks will also play an important role as their invisibility makes them particularly effective."

Existing Vehicle Inspectorate resources will be used to carry out these checks.

This will mean that there will be limited reductions in some other activities, which the Vehicle Inspectorate carries out on behalf of the Department of Transport, together with a switch of some effort from weight enforcement.

The VI says of offenders uncovered by the checks will be prosecuted and all offences detected by the task force will be reported to traffic commissioners for any action they may decide to take in respect of operators' licences and drivers licences.

CBW

■ COACH AND BUS

Workers vote for action

DISRUPTION loomed at Leicester CityBus this week after the workforce voted overwhelmingly for action following the failure of representatives to secure a change in wages and conditions from management.

Transport and General Workers Union members had pressed for renegotiation of a so-called economy package introduced in 1987 to cut costs while preparations were being made for a management/workforce buy-out at LCB.

The £750,000 package involved the loss of a day's holiday and the first six week's sick pay. Since then, three weeks of sick pay have been restored, but there has been no increase in holidays and no pay rise since 1991, when a flat payment of £50 per employee was agreed.

LCB engineering director Chris Hilditch said an

agreement to review the package only applied if a hostile bid was made against LCB. TGWU branch secretary David Neale said negotiations had been suspended until a new owner emerged: "As there is no workforce bid this time, we think the company should reinstate the package and we can all sit round the table on day one."



Leicester CityBus - much local interest

■ COACH AND BUS

Leicester: first bidding closed

By Andrew Jarosz

PRELIMINARY bidding for Leicester CityBus closed this week, with early indications of considerable local interest in the 200-vehicle company.

Bidding is complicated

by the minority shareholding in the municipal held by Trent Buses - Leicester City Council only owns 93.59 per cent of the company, and Trent has the option of matching the highest bid for the LCC-owned shares.

Local interest is expected from British Bus subsidiary Midland Fox, which hopes to gain OFT approval for the creation of a city operation with over 90 per cent of the total mileage. Gilbert Kinch of Loughborough, who competes on city routes, is also expected to bid.

Although Trent remains firm favourite, Derby City

Transport, led by former LCB managing director Bob Hind, may also bid.

No workforce offer has materialised, but the City-Bus management team, led by chairman Geoffrey Hilditch, with engineering director Chris Hilditch, commercial director Peter Nichols and administration manager Patricia Roberts will bid. There is no mention of finance director Lynn Hopkins, who is currently not at her post.

The city council will draw up a shortlist in the next two weeks and hopes a preferred bidder might be announced by mid-August with sale completion by the end of September.

■ BUS

Battle of Bournemouth

BOURNEMOUTH Heritage Transport has launched the second phase of its Routemaster operations against the local municipal.

BHT managing director Keith Baynton said the expansion on to the 607 Fisherman's Walk service followed a "very encouraging response" to the first crewed service on route 604 (Coach and Bus Week, May 1).

"We now have a daily turnout of seven Routemasters

on stage carriage and are getting an overwhelmingly positive response from the bus-using public of Bournemouth, where there is a high proportion of elderly people and holiday-makers."

The next phase of expansion will see BHT expanding its tour bus service on Bournemouth seafront on July 26. But BHT's move into stage carriage work has provoked a vigorous response from municipal Yellow Buses. MD Ted Reid said: "We will respond with registrations at similar times on the same route with similar fares. We are satisfied with what we are doing and, if anyone comes into Bournemouth, we shall react."

Ironically BHT itself is based at a depot on Southcote Road, which is leased from the local authority. Mr Baynton emphasised BHT was in Bournemouth to stay.

■ COACH AND BUS

Ulsterbus orders 102 new B10Ms

ULSTERBUS has ordered 102 of the new-type Volvo B10M chassis for coach and bus applications.

Worth £5.5 million, the order will be split 50/50 between express coaches and buses, and includes two articulated chassis, also based on the B10M.

The articulated chassis will have 282 bhp

THD102KB engines and ZF 5HP590 gearboxes.

The remainder will have 245bhp THD103KF engines and 5HP500 transmissions.

Chassis delivery will commence in September, with coach bodies being built by Plaxton in Scarborough and bus bodies by Walter Alexander, Belfast.

■ BUS

GMB passing off - claim

ONE of Manchester's smaller competitors is accusing the soon to be split and privatised dominant operator of passing-off.

In a reversal of the usual bus industry competitive skirmishes, Bluebird of Moston is claiming GM Buses is using its route number and has referred the case to the Office of Fair Trading.

Bluebird director Mike Dunstan said his company's 112 service from Moston to Manchester city centre had operated since early 1989 against GM Buses circular services 77 and 87. GM Buses stepped-up competition when it introduced hired-in WMT MetroRiders 18 months ago, but these ran as 77x or 87x short-workings.

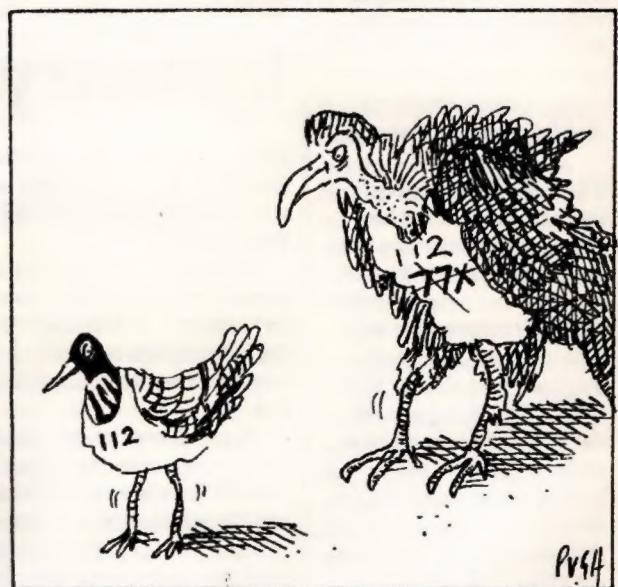
This week the tactics stepped-up a gear with additional vehicles running between two and five minutes ahead of the Bluebird 112 service, using the same route number.

Mr Dunstan said: "I'm not against competition, but I am against unfair competition."

"Why can they register loss-leaders when they are losing money? GM Buses lost £6.5 million for the year ending October '91."

Bluebird has not had a significant timetable change on the 112 in two years and Mr Dunstan claims that the challenge from GM Buses threatens consumer confidence built up over that time.

CBW



■ LONDON Transport has offered to pay out over £200 million in improved pension benefits for its 45,000 employees in an out-of-court settlement after a four-year legal battle. The agreed package includes the right for male employees to retire on a full pension at 60, instead of 65, and a slightly increased pension.

■ HELP the Aged's director of planning and development, Wally Harbert, has slammed the manufacturers of minibuses for failing to provide low-floor vehicles. He said: "Before long it will be compulsory for public transport vehicles to have low floors for easy access. It will be ironic if the only buses that do not conform to new standards are those provided through organisations like Help the Aged."

■ NATIONAL Express Group is bidding for the local authority-owned East Midland Airport. The coach network operator's parent company has joined the running for the £20 million airport, and faces competition from multi-national giant Lockheed, Southend Airport owner Regional Airports Ltd and a staff buyout. A spokesman from National Express Group said he had no comment to make on the matter.

■ HULL-based East Yorkshire Travel has landed a contract with the Humberside Ice Arena to provide all the coaches for groups visiting the arena from locations throughout North Humberside. The arena management is promoting a complete group package including transport and skate hire to schools, clubs and organisations in the county. As part of the deal an East Yorkshire bus has been painted as an overall advertisement for the Ice Arena, with the possibility of others also being used for marketing purposes.

■ BADGERLINE subsidiary South Wales Transport has launched a colour-coding system for its services in the Swansea area. It has been designed for customers to see at a glance which colour route they need to reach their destination. SWT manager, Peter Heath said the map, which is similar in format to the famous London Underground one, had been hard to achieve: "But we think the public will appreciate our efforts," he said.

■ COACH AND BUS

Cumberland upgrading Lakes links

STAGECOACH has extended its Network 2000 network with operating unit, Cumberland, introducing the premium branding to coincide with the launch of its X5 Lakeslink express.

Cumberland's flagship long-standing 555 service joins the X5 as a Network 2000 service. Vehicles running on these routes meet quality standards of comfort and cleanliness. They are either new or nearly new with coach comfort seating.

While not the longest bus route in the country, 555 Lakeslink is considered one of the most picturesque. It runs from Lancaster through the heart



Service 555 now offers coach-level comfort

of the Lake District to the Cumbrian County town of Carlisle, passing through Kendal, Windermere, Wordsworth Country, and Keswick.

Connections along the route link with services to Coniston, Langdale Valley, Borrowdale and the west Cumbria coast.

■ BUS

Coastline action was unfair MMC decides

STAGECOACH subsidiary Sussex Coastline Buses faces controls on one of its services in Bognor Regis after the Monopolies and Mergers Commission decided that it had acted anti-competitively against a local independent, Easy Rider Minicoaches.

The MMC has decided that Sussex Coastline, which then traded as Southdown, operated route 242 at uneconomic fares with the intention

By Richard Simpson

of undermining Easy Rider (*Coach and Bus Week*, July 25).

The director general of Fair Trading, Sir Bryan Carsberg is to seek undertakings from Sussex Coastline that it will, for a specified period, limit any increase in fares and maintain levels of service on certain routes.

The company has also to

submit regular reports to the director general on profitability and on changes on fares or levels of service on the routes affected and, for comparison purposes, on other routes in Bognor Regis. Sussex Coastline will also have to publish details of fare and service levels on the relevant routes at bus stands, major bus stops and in the local press.

The minister for corporate affairs, Neil Hamilton,

said: "The MMC has found that Southdown's conduct on service 242 was a main cause of the withdrawal of a competitor.

"The competition from Easy Rider had been to the benefit of passengers both in lower fares and higher levels of service.

"The loss of this competition may be expected to result in higher fares and lower levels of quality and service on certain routes."

■ BUS

Industry 'not being treated fairly'

THE bus industry is not being fairly treated by the competition authorities, according to Price Waterhouse partner Tony Poulter.

Speaking at this week's Public and Local Service Efficiency conference on bus company privatisation, he said that the industry had received a high level of attention from the competition authorities.

Since deregulation, seven of the 33 formal Companies Act investigations by the OFT have been into the bus industry and there have also been several merger references. He said it was difficult to distinguish between competitive and

anti-competitive behaviour in the bus industry. Mr Poulter suggested the MMC and OFT should investigate complete networks rather than individual routes. He cast doubts on the basis for profitability analysis and said a competitive response by an operator defending a network could be in the public interest.

Looking at the impact of the Competition Act on the bus industry, Mr Poulter pointed out that the three-stage investigation which can easily take a year may be too long to prevent someone being driven out of the market. He suggested that the behaviour investigated by the OFT is often not predatory, and the sys-

tem can discriminate against larger operators.

Mr Poulter did not argue that competition was bad for the industry, which he said had improved since deregulation. However, more competition was not always good, particularly if it challenged the viability of a network. Bus companies were not making the kind of profits which would come from the abuse of monopoly power.

"Indeed," he said: "Very few companies are making sufficient profits to renew their assets in the long run; and this is partly attributable to the nature of competition."

CBW

■ COACH

Rare Merces part of Skills upgrade plan

By Mike Morgan

SKILLS, Nottinghamshire's largest independent coach operator, has invested in three new coaches as part of a programme to continually improve the standard of its fleet and the quality of service to customers.

Two of the coaches are rare Mercedes-Benz-chassied vehicles with Jonckheere bodies for executive quality travel. Skills says they offer its passengers greater comfort with a high floor for improved sight-seeing, full-reclining seats, foot rests, magazine racks, head rests, double-glazed tinted windows with full curtains, a spacious toilet at the rear, radio/PA system and hard wearing carpet on entrance steps and gangway.

The third coach is the new 21-seat Toyota Optimo (Coach and Bus Week April 24).

The new coaches are part of Skills fleet-growth plan to increase to almost 50 vehicles following the acquisition of



Mansfield-based Midland Travel from Stagecoach when seven vehicles passed to Skills and two ex Shearings Plaxton-bodied Leyland Tigers were

purchased from Yeates.

● Skills managing director Nigel Skill accepts the keys from Ian Soden of Mercedes-Benz (above).

■ **CAMBRIDGESHIRE** County Council has commissioned consultants WS Atkins to undertake a six-month study investigating drivers' responses to congestion charging in Cambridge in conjunction with the Transport Operations Research Group, University of Newcastle Upon Tyne and the Institute for Transport Studies, University of Leeds. The six-month study forms part of the work being undertaken by Cambs County Council into transport and congestion management, which will include a computer model for forecasting demand for travel by rail, bus and car.

■ **ALMEX** parent Metric Group has returned to profit in its first full year of operation since the takeover of Incentive Development. The Company returned a profit of SEK 23 million (about £2.3 million) on sales of SEK 547 million, compared to a loss of SEK 22 million on sales of SEK 589 million for comparable units the previous year.

■ **YEOMANS** Canyon Travel has relaunched a rural service to appeal to lovers of good beer, good food and the countryside. The Hereford & Worcester County Council-supported 453 route from Hereford to Hampton Bishop, Mordiford and Townhope, passing several pubs noted for good food and beer, now has late Friday and Saturday evening journeys. A guide to the service, the local pubs and some interesting country walks in the area, has been produced by the county council with the help of the local branch of the Campaign for Real Ale.

■ **FLEUR De Lys** of Newark has just delivered a Lincoln reproduction vehicle to Coca Cola of Tokyo. The vehicle will be used at conferences and other events as a refreshments facility.

■ **THE** decline in new car registrations ended in 1992, with over 1.5 million being put on the road for the first time. The number of cars on the road, at just over 20 million, also started to increase after a standstill in the previous year.

■ **TOTAL** motor traffic in the first quarter of 1993 was four per cent lower than in the same period last year, according to the Department of Transport. Car traffic was down three per cent, light vans five per cent and three per cent for goods vehicle traffic.

■ COACH

Coaching centre

PATHFINDER Coaches boss Arthur Dyason is planning to open a commercial coaching centre in West Hertfordshire. The location is handy for the M25 and M1 motorways.

Mr Dyason aims to be able to offer smaller operators the kind of resources normally only available to large fleet operators at an economic cost.

Site facilities will include undercover and open-air parking, full maintenance bays, parts and servicing, toilet drop, coach wash, discount fuel, body repair, double-deck paint spray and bake facilities, individual offices, cafeteria, full wash room, coach and trailer hire, a consultancy service, computer systems and a customer transit hall.

● Further details from Mr Dyason on 0923 894228.

■ COACH

Ex-manager wins his case

THE former transport manager of seven-coach Talgarth Transport of Brecon has won his case for constructive dismissal.

Edward Williams of Bronyllys, Talgarth, said he was appointed transport manager following the tragic death of proprietor Robert Davies in 1990.

He told a Cardiff Industrial Tribunal that everything was all right until July 1992, when he requested that the fitter should be dismissed

when he refused to fix a vehicle with faulty brakes and it went out on the road.

Mr Williams said locks on the garage doors were changed and he was not given new keys, his salary was reduced by £40 per week and even the kettle and tea bags were hidden from him.

Christine Davies, who took over the business from her late father, claimed Mr Williams resigned because she would not dismiss the fitter and wages clerk.

The unanimous decision of the tribunal was that Mr Williams was constructively dismissed. The chairman, Allen Rees, said there had been: "A combination of events which, when put together, caused the applicant to terminate his own employment."

It was suggested that the parties should get together on the question of compensation, but if they could not agree, Mr Rees said they would have to come back to the tribunal.

■ COACH AND BUS

Privilege Club — a reminder

APPLICATIONS for the Hoverspeed special offer to Coach and Bus Week Privilege Card holders must be in by the end of June.

Hoverspeed is giving a 25 per cent reduction on its SeaCat and Hovercraft cross-Channel services. The offer is exclusive to Privilege Card holders and applies to group reservations

until December 31, 1993.

Although the 25 per cent reduction only applies to the first booking made after you have made a full standard group rate booking, it is essential that claims are made to Chrissie Hester at the Coach and Bus Week office before June 30 (Coach and Bus Week May 29).

The Hoverspeed Privi-

lege Club offer followed the successful launch offer from ICI.

This week marks the third special offer - free tickets for the Joe Longthorne Summer Spectacular at Blackpool's Wintergarden.

● As before entries should be sent to Coach and Bus Week. Use the special coupon on page 15.

CBW

KHCT wins clogs case

By Richard Simpson

KHCT driver George O'Neill lost his claim for unfair dismissal, despite producing a pair of clogs at a Hull tribunal to prove he had been needlessly sent home for wearing unsuitable footwear.

Human resources manager of KHCT John Ranby told the tribunal the main reason for sacking Mr O'Neill was that he was transport manager for Fairway Coaches which KHCT regarded as a rival.

Mr O'Neill claimed victimisation after speaking out about troubles at the company. He had been arrested outside a secret meeting at Hull Guildhall last July, and suspended from work for a month after the incident.

"I think I was being got at because of my outspoken views and because I wanted to know what was happening to the company I worked for," he said.

On the day he returned to work, he was sent home for wearing clogs which

were said to be dangerous to drive in. He told the tribunal he had been wearing the strong-backed clogs for nine months before without complaint.

Mr Ranby said the shoes produced at the tribunal were not the ones Mr O'Neill had been wearing on the day. "They were totally unsuitable. We stopped him driving in them just as we would if someone came to work with no clothes on," he said.

He claimed that, because Mr O'Neill was a shop steward, he would have been able to pass on confidential and sensitive information about KHCT.

Tribunal chairman Eric Record ruled that the footwear before him were hard shoes, but ruled that KHCT had not acted unfairly in sacking Mr O'Neill over his involvement with another bus company.

He said he had some sympathy with Mr O'Neill's desire to find out what was happening in the "muddy waters" of KHCT.



Olympians replacing Fleetlines and Nationals at EYMS

■ COACH AND BUS

Olympians for EYMS in Hull

TWELVE new double deckers worth nearly £1.3 million could be East Yorkshire Motor Services' last Leyland Olympians, as the company takes stock of the costs of competition in Hull and awaits the development of the Volvo Olympian successor.

The new buses take EYMS's total of Northern Counties-bodied Olympians purchased since 1990 to 35 and continue to feature the

Gardner 6LXB power unit, which has been the standard choice for the company.

Joint managing director Peter Shipp said: "We like the Gardner engine. We find it's good on fuel and good for a long life. I would have preferred to see it as a power option on the new Volvo which is now being built."

The new deckers are directly replacing second-hand Daimler Fleetlines and Leyland Nationals acquired with

the businesses of Grey de Luxe and Metro Coaches. They are entering service on Hull city routes but are displacing older Olympians which have been moved to some of the country depots.

The buses, two of which are fitted with coach seats to dual-purpose standard, are built to full DiPTAC specification similar to that of earlier batches but have additional lighting over the entrance door.

■ COACH AND BUS

Extra services as rivalry heats up

KINGSTON UPON HULL CITY TRANSPORT HAS STEPPED UP THE PRESSURE ON RIVAL EAST YORKSHIRE WITH THE INTRODUCTION OF A DAILY SERVICE TO WITHERNSEA, 20 MILES AWAY ON THE HUMBERSIDE COAST.

THE COMPANY HAS ALSO LAUNCHED A SUNDAY ONLY ROUTE FROM HULL TO THE RESORTS OF BRIDLINGTON, SCARBOROUGH AND WHITBY.

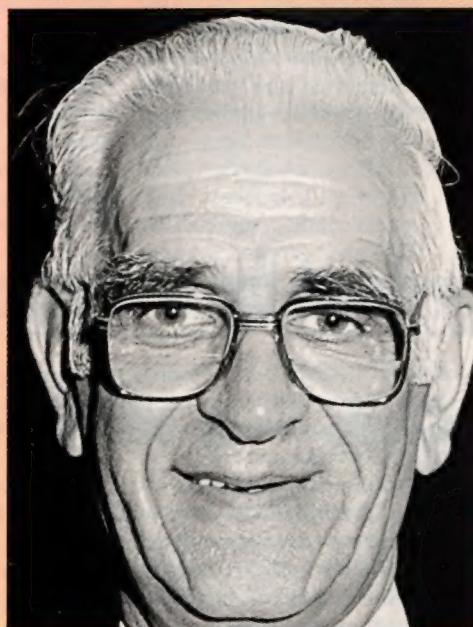
KHCT OPERATIONS DIRECTOR ROY MITCHELL SAID THE IDEA HAD ARISING AFTER EYMS HAD RATIONALISED SERVICES TO WITHERNSEA AFTER THE ABSORPTION OF SERVICES OF CONNOR AND GRAHAM (COACH AND BUS

WEEK, MARCH 6).

THE COMPANY OFFERS SEVEN JOURNEYS FROM MONDAY TO SATURDAY AND THE TEN ON SUNDAYS START AT BRANSHOLME AND ORCHARD PARK ESTATES BEFORE PICKING UP IN THE CITY CENTRE. ADDITIONAL DEPARTURES WILL BE MADE DURING THE SCHOOL HOLIDAYS.

"WE OFFER A SLIGHTLY CHEAPER FARE OF £2 DAY RETURN AND £2.50 FROM THE ESTATES," MR MITCHELL SAID, "AND WE'RE PLEASED WITH THE RESPONSE. THE TWO-VEHICLE OPERATION COSTS US ONE PEAK VEHICLE AND ON THE FIRST SUNDAY WE CARRIED 427 PASSENGERS."

CBW



TOR GENERAL OF THE BUS & COACH COUNCIL (OBE) AND LONDON UNDERGROUND MANAGING DIRECTOR DENIS TUNNICLIFFE (CBE).

MINISTER FOR PUBLIC TRANSPORT, ROGER FREEMAN, WAS CREATED A PRIVY COUNSELLOR.

■ COACH AND BUS

MBE awarded to Townsend

ARTHUR Townsend (right), the former chairman and managing director of City of Oxford Motor Services, has been awarded the MBE in the Queen's Birthday Honours for services to the bus industry.

Mr Townsend worked for 40 years in the industry, starting with Midland Red as a conductor. He went on to become traffic manager with Eastern National and, in 1984, became general manager of COMS.

On privatisation in January 1987, he became the oldest general manager to lead a successful management buyout of an NBC company.

Mr Townsend finally retired in August 1992. He remains president of the Oxford and District Chamber of Commerce.

Also honoured were Donald Macgregor, the chairman of Hedgingham and District Omnibus, who received the OBE, Veronica Palmer, direc-

■ BUS

Smartcard to be used in Harrow

By Richard Simpson

BUSES in the Harrow area are to be equipped for the world's largest trial of a Smartcard electronic bus ticketing system.

The trial, which starts later this summer, will involve every major route in the area. Almost 200 buses will take part and, if the 18-month trial is successful, there are plans to extend the scheme London-wide.

Some Smartcards will be used as period passes and will replace the photo-card carried with Travelcards and Bus Passes. The reading machines will check the validity of the ticket. Other Smartcards will be stored-value tickets, bought at a discount, and the cost of

each journey will be deducted from the card. The Smartcard does not have to be passed through the reader, but can be held near it without even being removed from its wallet.

The trial is provisionally planned to start on August Bank Holiday weekend, by which time many local residents will have the new passes, but the readers will begin to appear on buses from next month in readiness for the trial.

Readers produced by Scanpoint of Coventry and Westinghouse Cubic of Merstham, Surrey will be used in the trial, which involves five operators: Metroline, London United, Sovereign, BTS, and Luton & District.

• Ticketing feature: Page 24.

■ BUS

Countdown's success grows

LONDON Transport's Countdown computer system, which gives up-to-date passenger information at bus stops, is to be extended to two bus services along the Uxbridge Road in west London at a cost of £92,000. The move follows successful trials with CentreWest on route 18 (Sudbury - Kings Cross).

More passengers are using route 18 since Countdown was installed and they are finding the real-time information displays useful for planning their activities.

A pilot survey has indicated that, if a passenger knows that the next bus is coming in three minutes or less, the passenger will wait at or near the stop. If the expected wait is more like five minutes, a quick trip to a nearby shop may be made, while, if the wait is 10 minutes or so, the passenger may re-arrange activities to come back later or travel by another means.

The next stage of the demonstration trial is to use

the Countdown displays at around 70 stops along the Uxbridge Road served by routes 207 and 607. Route 207 is a standard stopping service, paralleled by the limited-stop express route 607, and people waiting at stops served by both routes will be able to assess whether they will arrive more quickly if they catch the all-stops service or wait for the express.

Uxbridge Road is also subject of a major programme of bus priorities, which has been developed jointly by London Transport, CentreWest and local boroughs.

CentreWest commercial director, Bob Muir, said: "We have had many positive comments from our passengers during the trial installation



Passenger use has increased on route 18

on route 18, which will continue.

"We are naturally delighted that many more passengers, making a further 10 million journeys a year, will now be able to benefit from this invaluable new facility."

■ BUS

Revitalisation for Park Royal

LONDON Buses subsidiary, CentreWest, has launched proposals for a £7 million guided bus service for Park Royal.

The route, from Hanger Lane to Willesden Junction, is too congested for ordinary bus priority measures to be effective, so buses will run on a kerbed busway from Hanger Lane down to the Central Middlesex Hospital.

From this point, it will return to conventional roads but will benefit from priority measures at major road junctions all the way to Willesden Junction.

CentreWest intends to use low-floor buses along the new route. Other passenger amenities will include a special interchange with London Underground's Central Line at Hanger Lane, and five fully-enclosed station-type stops along the guided sec-

tion. If a new Park Royal Underground station is constructed, this would also be served.

On ordinary roads, high quality bus stops will be provided, and the Central Middlesex Hospital will become the focal point of Park Royal's conventional bus services. The Countdown passenger information system will be installed throughout the route.

CentreWest managing director Peter Hendy said: "An innovative form of transport for Park Royal was originally proposed in the Harlesden



Peter Hendy

■ BUS

LT launches easier information system

A NEW style of bus information is being tested in London. The aim is to make it easier for people to use the capital's complex bus network.

London Transport and its subsidiary London Buses have put up new signs and posters on bus stops, shelters and new display units on a route between Victoria Coach Station and Trafalgar Square.

The route was chosen for the diversity of bus infrastructure and the major

transport interchanges contained within it. The ultimate aim will be to extend the scheme throughout London providing a style that is instantly recognised as bus information and will therefore boost the use of buses.

Norman Cohen, London Buses' operations and marketing director, said: "London's vast network of bus services can be confusing. We hope to overcome any such problems by providing clear and comprehensive information."

CBW

NEWS REPORTER COACH AND BUS WEEK

Coach and Bus Week, the market-leading trade weekly for the PSV and tourism industry, is looking for a news reporter to join its high-calibre editorial team. The position will involve news reportage on both the tourism and PSV sectors of our markets, with the possibility of some feature writing. Ideal candidates will have at least one year's experience, preferably on a newsdesk. A professional qualification would be desirable.

If you think your experience and skills match up to our requirements send your CV to: Mike Morgan, Editor, Coach and Bus Week, Emap Response Publishing, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Closing date July 3, 1993.



Optare Vectas replace Bristol LHs in Middlesbrough

■ BUS

First of Westcourt's new vehicles go into service

THE first vehicles of the Westcourt Group's £4.5 million new bus intake are entering service in Middlesbrough on urban routes as Tees & District replaces its Bristol LH midibuses with Optare Vectas.

Westcourt's 1993 order for 41 Vectas and 15 Deltas comes after initial experience with a pair of each type delivered to subsidiary TMS in January 1992 and launch Westcourt's new vehicle programme, after delays caused by the break-up of Caldaire Holdings last summer.

Local routes to Hemlington, Coulby Newham, Ormesby and Staunton Village,

where Cleveland Transit also runs services, are among the early conversions. A total of 25 Vectas will be allocated to the Tees subsidiary.

Managing director Mike Widmer said the group was committed to re-investing for the future.

"We are phasing out the LH on heavy urban services and we've already tried one Vecta out on rural services from Richmond.

"We are very pleased with their performance, the passengers are paying us compliments, and they are clearly the best new vehicles we've ever bought," he added.

■ COACH AND BUS

Dennis sponsoring LBL driver of year contest

DENNIS is sponsoring this weekend's London Bus Driver of the Year competition. LBL's top 80 drivers will have one long practical driving test on Sunday June 20 along the West Carriage Drive of Battersea Park. The winners will share up to £4,000 of prize money and go on to the national finals in Blackpool in the autumn.

The driving tests will be conducted in a fleet of new nine-metre Dennis Darts but later contestants will be able to try their hand in a vehicle from the Dennis archive collection or a fire engine used on the set of London's Burning. Norman Cohen, LBL operations and marketing director, will present the top awards.

■ COACH AND BUS

Coaches out, buses in

MOTTS Travel of Aylesbury has underlined its progressive switch from coach operation with its first new vehicle for a 20-strong bus fleet. The DiPTAC-spec vehicle from Birmingham Bus Centre is a Mercedes 811D 31-seater Wrights-bodied bus with luggage pen and capacity for 17 standing passengers. Managing director Roger Mott said: "We have now been operating both tendered and commercial bus services since July 1991 in Buckinghamshire, Oxfordshire and Hertfordshire. This has entailed a reduction in the number of coaches we currently operate in what was predominantly a coach fleet prior to July 1991."

■ COACH AND BUS

Still time to win award

THE deadline for ROSCO/Coach and Bus Week Telma safety award entries is fast approaching. Prestigious top operator and top driver awards will be presented in the autumn, but the closing date is July 31.

Claimants for ROSCO safe driving awards (based on safety records up to the end of December 1992) are automatically considered for the special top driver award sponsored by Coach and Bus Week and Telma Retarders.

This offers a valuable £500 prize for the driver with the best safety record. However, ROSCO secretary Tony Beetham says entries received after July 31 will be too late for consideration by the panel of judges.

This same closing date applies to the safest operator award for 1992 also spon-

■ BUS

Delivery of Iveco minis speeded up

By Richard Simpson

ing the urgent requirements of operators who had won contracts: "Availability will always sell vehicles, therefore, at Marshall SPV we are committed to offering a speed of response which will help operators to take advantage of changing operations within the mini and midibus sector."

Chris Jones of the Birmingham Bus Centre said: "We've been asked by Iveco Ford to handle their vehicles, especially the ex-lease 49.10s which are coming on to the market. The second-hand market has improved for these vehicles, which means that now is the time to buy new."

"Our involvement does not impact in any way on our handling of the Wright-bodied Mercedes product."

Marshall SPV is now building vehicles on Iveco Ford 49.10 and 59.12 chassis at its Cambridge plant. The agreement means that complete vehicles are now available on delivery times of weeks rather than months.

By working with the Birmingham Bus Centre, Marshall SPV can now not only offer rapid delivery of new vehicles but also the facility to discuss the re-sale of second-hand units, financing packages and refurbishment programmes.

Robin Westbrook, bus sales manager at Marshall SPV, said the flexible approach was ideal when meet-

council has been encouraged at the number of entries received to date, including those from a number of new operators."

ROSCO attracts over 41,000 coach and bus driver entries. They are employed by over 80 operating companies which are now claiming diplomas, badges and awards for those who were successful.

In this case your company entry should be sent direct to the Coach and Bus Week office before the end of July. In the safe operator category the judges will be looking for the operator with the best safety record during 1992. Although accident claims are the main yard stick, type of work and operating territory will be among the other criteria.

Mr Beetham said: "The

Plans for the awards ceremony are well advanced and it is hoped the publicity generated can be of positive benefit to the successful companies in particular, but also to the coach and bus industry as a whole. CBW



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The future Travelcard

By Richard Simpson

MINISTER for transport in London Steven Norris' pledge that Travelcard will survive bus deregulation has sparked a comment from a senior London Transport official, who fears that the ticket maybe wiped out if privatised and deregulated bus operators launch a cheaper bus-only London-wide ticket (Coach and Bus Week, June 12).

The source said that the current travelcard would almost certainly be replaced by some form of smart card or electronic data gathering if disputes over revenue allocation were to be avoided.

"This then leads you to the question of how the rev-

enue will be allocated between London Underground, British Rail, the franchise rail network operators and between 40 and 50 different bus operators in a post-deregulation London.

"The problem is that Travelcard is sold at a significant discount. The bus operators will undoubtedly want more than the current allocation to buses, and they may well launch a rival all-company bus-only card.

"London Transport is currently looking at launching other tickets, for instance a bus-only one and a Network SouthEast plus London Underground one, with the current all-modes Travelcard remaining as a premium product at the top of the price range."



The Clean and Green Bus Guide's editor, Dr Caroline Cahm, at Wood Green

■ BUS

Minister's support for green buses

STEVEN NORRIS gave his support to UK bus operators seeking to uplift the image of the industry at the launch of the Clean and Green Bus Guide in London.

Published by the National Federation of Bus Users and sponsored by Scania, the Guide brings together reports of good environmental practice by bus companies around the country as NFBU's contribution to Green Transport Week.

Operators from around the country sent examples of the best examples of modern bus technology to London's Wood Green bus garage for the launch, where they took part in the NFBU's Green Bus Run. This made its way from Wood Green, down the Green Lanes, through Newington Green to Bethnal Green and then across central London to Green Park.

Speaking to the audience of top bus company managers who had joined their vehicles for the day, Minister for Transport in London Mr Norris addressed concerns that a deregulated system could allow in operators running dilapidated vehicles, forcing companies seeking to run a quality service to lower their standards or go out of business.

However, while confirming his commitment to a deregulated London, he left the door for setting operating conditions open. "Government is in the business of helping operators make the market work," he said. The key to long-term success lay in enhancing services on and off the bus to attract more customers, Mr Norris said. "Together, we have got to set the framework to change the perception of the industry."

■ BUS

Magnet takes another step forward

THE introduction of a revolutionary low floor, low emissions bus to Bath has come a step closer after the idea was given a positive reception at the recent Ideas for Bath exhibition.

Dubbed the Magnet Motor, the new vehicle would be as quiet as an electric bus, but would be powered by a low emission diesel engine, giving a 20 to 25 per cent fuel saving on a conventional diesel bus.

Badgerline Rapid Transit managing director James Freeman said: "At two seminars, almost all the speakers referred to the Magnet Motor project as being something well worth supporting."

The idea has been enthusiastically received by Bath City Council and a joint application has been submitted for EC funding by the council, Volvo, Magnet Motor and Badgerline as part of a wider environmental application under the LIFE programme.

Badgerline hopes to bring one of the prototype German vehicles to Bath for evaluation in the near future.



James Freeman

■ BUS

Feasibility study by Badgerline

BADGERLINE has appointed consultants to evaluate plans to run a guided bus along the Avon Gorge Expressway.

The £35,000 study involves Kennedy & Donkin Transportation in conjunction with Oscar Faber TPA in evaluating the project which has an estimated cost of between £5 million and £10 million.

Announcing the study, Badgerline managing director Keith Ahlers said: "It will tell us whether our hunches about this idea are right and whether the sums add up.

"If they do, as I believe they will, we will proceed to look for other private sector partners to assist in promoting the scheme which will involve a substantial element of park and ride."

The study follows the original inception of an Avon Gorge Expressway in 1992 - a proposal designed to be an imaginative and cost-

effective way of transporting large numbers of people along the largely unused single track railway line along the scenic Avon Gorge.

The study will mean discussions with all the major public authorities involved, including the local councils of Avon, Bristol City and Woodspring District.

Mr Ahlers said: "The decision to go forward with a feasibility study is an indication of Badgerline's commitment to improving public transport and indeed the environment in South West Avon."

If the Avon Gorge Expressway goes ahead, the kerb guided busway will link Gordano, Bower Ashton and Wapping Wharf, and use the single-track alignment of the old railway line to provide a peak-hour express route for buses between central Bristol business districts and towns in South West Avon.

CBW



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MEGGITT
ELECTRONICS

COACH

Asquith exports four replicas to Czech Republic



One of the Czech-bound Asquiths

■ COACH

New MAN Algarves for Trinatours fleet

TRINATOURS of London has two new Caetano Algarve II coaches on the increasingly popular MAN 11.190 chassis (right). The coaches will be concentrated on the operator's specialised incoming tourist traffic. They are fitted with 35 reclining seats, courier seat, tinted double-glazed side windows with full draw curtains full-height rear continental door and Sutrak air-conditioning. **CBW**

CBW



ASQUITH of Great Yeldham has exported four of its replica minibuses to the Czech Republic.

Novum Tour Company of Prague has taken a 16-seat Palace coach which is jointly owned by two five-star hotels in Prague, the Na Slamniku and the Faustovka.

An Asquith Mascot is owned by Novum while one of the two other

Asquiths in Prague is owned by importer/dealer George Kober.

The Palace courtesy coaches are built on Ford Transit 190 chassis.

Those for the Czech Republic have diesel engine and are complete with air conditioning, curtains and pelmets, brass radiator shell and accessories, bringing the retail

price to £69.500.

COACH

Happy Days in gear again

HAPPY DAYS of Wood-seaves near Stafford, has added two Scania K113 coaches to its 15-vehicle fleet.

The Van Hool Alizee SH-bodied coaches join two other Scania's with Happy Days for its own tour programme.

Although visually identical with consecutive personalised "HDC" registrations, one of the vehicles is equipped with GR801 seven-speed comfort shift gearbox.

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The Joe Longthorne Summer Spectacular

- As a special offer to all *Coach and Bus Week* Privilege Club Members, there will be a special preview performance of the Joe Longthorne Summer Spectacular on Wednesday, June 30.
- All Privilege Club Members will be entitled to TWO FREE TICKETS to this special performance.
- Overnight accommodation is available at the Savoy or Clifton Hotel at a special rate of £25 per person for bed and breakfast.
- Bookings are on a first-come, first-served basis, subject to availability to be made before Friday June 25, 1993. Please use the coupon below.

Show opens July 1

- The Joe Longthorne Summer Spectacular opens on Thursday July 1 and runs throughout the illuminations till Saturday November 6.
- Best seats are £9 for individual bookings with a special group price of £6.50 for parties of 20 and over. Extra-special rates are available for large volume bookings.
- Free places for all drivers
- Group mean prices start at £5.95. These are served in one of the many superb banqueting suites at the Wintergardens.
- Group accommodation is available at the Savoy or Clifton Hotel. Special prices start from £25 per person for dinner, bed and break-

fast. Extra special rates are also available for large volume bookings, from time to time.

- Group packages are available and can be tailor-made to fit your requirements, perhaps including Towerworld, The Sea Life Centre, Blackpool Superbowl etc.
- For further information please contact:

Mark Henderson
Sales and Promotions Manager
c/o The Wintergardens
Church Street
Blackpool
FY1 1HW
Tel: 0253 25252
Fax: 02533 751204

YES folks, it's that time of year - summer is upon us once again and this year the Blackpool Opera House has the privilege to present some of the leading English variety artistes in this country.

Headed by the multi-talented "man of 100 voices" Joe Longthorne (left), the show will be staged in a lavish Caesar's Palace / Las Vegas style - featuring a dazzling lighting display never been seen before sweeping around the audience, a 36 ft revolving stage, a 45 ft moving orchestra platform and a 32 ft flying staircase! It's a not to be missed, once in a lifetime show.

Joe Longthorne's guests include the extraordinary comedy duo Syd Little and Eddie Large (below), Blackpool's very own stunning singer Gina Johnson and Britain's own "David Copperfield" Richard de Vere, also now the careful new owner of the infamous, lovable Schnorbitz the dog. Also not forgetting those beautiful long-legged Ray Cornell dancers.

You must admit reading this it is hard to believe that it's all appearing at the Opera House, but yes it's true.

You can be assured of the best family entertainment in the biggest and most popular holiday resort in Britain and you will be guaranteed not to be disappointed - so book now!!



Privilege Club Coupon

To Chrissie Hester, group sales manager, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS

I wish to book one/two free tickets for the Joe Longthorne special performance

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Principal Contact..... Position.....
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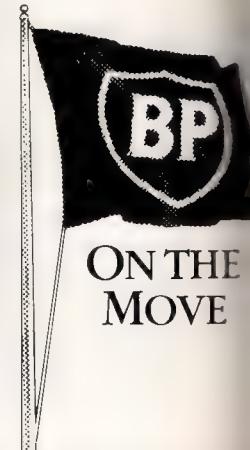
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Do you refuel (*tick*) Locally

Position

Nationally Internationally

Company

Address

Do you have bulk fuel tanks (*tick*)

No Yes

Postcode

If 'yes' are they

Telephone no.

Motor Spirit Diesel

Parent/Holding Co name

Current payment method for
on-the-road refuelling

Type of fleet (specify number of vehicles
in the following categories)

Cash Garage account

HGV's Cars Vans

Name of Fuel Card

PSV's Taxis

Name of Credit Card

Name of any other card used

IN one of the Parliamentary debates preceding bus deregulation Matthew Parris, (then an MP) made an amusing, yet brilliantly illustrative speech.

He compared the (then) quantity-based road service licensing with shopkeeping, making the point that it would be laughable, if the quantity and nature of any particular goods that one shop was licensed to sell depended on the proximity and volume of sales of competitors: "Licence to sell Swiss rolls by Abeltrader refused as Bakerbloggs fully served the local need for this produce".

Although the Transport Act 1985 removed quantity licensing, we are far from being as deregulated as shop-keepers.

If all the greengrocers decide to sell from the same street, they do not have a Brian Horner to attempt to limit their commercial decision on where to trade to attract most customers.

Equally, if a shop, even the only one in the village, runs out of stock of bacon, potatoes, or toilet rolls, and fails to meet the customer demand for these products for days on end - and perhaps even does so frequently - there is

'Although the Transport Act 1985 removed quantity licensing, we are far from being as deregulated as shop-keepers'

no Shops Commissioner with the power to restrict the trader's future activities as a penalty for this unreliable customer service.

In the current consultation on the "Operation of Bus Services Outside London" we should not forget that we are far from being totally deregulated and, I suggest, this review of so called "deregulation" should be directed towards seeing how much further we can actually get towards real deregulation. To just use this review to tinker around, without that target, is a wasted opportunity.

Of course, I do accept that the purpose of the Transport Act and its related Regulations is to achieve, in the words of the consultative paper, a balance between flexibility and stability.



Time for a more modern system

But we should also reflect that these rules were designed in 1985 as a path into the unknown, and made against deafening cries from the supporters of monopolistic road service licensing that there would be confusion, congestion, unsafe practices, cowboy operators and a re-run of all the practical tactics that had been a feature of bus operation more than 50 years previously.

The industry has demonstrated a very high level of propriety and, now that the inevitable fly-by-nights have largely come and gone, the industry is itself recognising the commercial value of stability. I am, therefore, firmly of the view that some very drastic surgery could be done to the registration requirements, without any detriment to the public or tendering authorities.

Indeed, if the costs that registration entail were reduced, or eliminated, that would be to public benefit. In the alternative, they might be better deployed in giving information to the public rather than filling filing cabinets in Traffic Area offices.

If registration is to remain in any form at all, the mature attitude of the industry has surely made it quite clear that the detailed maps, the full route description, and a timetable; are not all necessary. "A timetable showing sufficient for the route to be ascertained" is a form of words that would be acceptable.

Now, it would seem far more useful for such information regarding new or changed services to be made available to the public a certain number of days before it was to happen, rather than the present requirement to send it

somewhere for filing!

I do strongly believe that there is scope to scrap registration as we know it in favour of an acceptable form of public display. Indeed, I do not think that the form of display has to be spelt out — some smaller operators might use local newspapers, others will publish and distribute their own timetable revisions.

Where the tendering authority undertake bus timetable publicity this would, of course, suffice as a registration alternative - with the added benefit that operators wishing to use this as the "registration publicity" would perhaps have to programme service changes to meet tendering authority timetable publishing deadlines.

The benefit, for those to whom it might not be instantly apparent, is that this would move towards a voluntary acceptance of service changes being made on common dates.

The normal registration period of 42 days is not so much an aid to stability as a compromise period to allow tendering authorities to suitably respond to operators' commercial actions.

Operators who want to have a good understanding with their local tendering authority will even now be conducting their working relationships in a responsible and harmonious manner.

The tendering authority is, in reality or potential, a major customer of all operators - whose custom is sought and courted. If the 42-day period was no longer law, but regarded instead as a "Code of Good Practice" period, most operators would continue to accept it.

The cavalier few could, I be-

lieve, be brought into line by extending the present tendering authority duty to get good value for money from subsidised transport to allow them to also take into account the degree of co-operation they received from operators in notification of service introduction or alteration.

With the agreement of a tendering authority, many service changes could be made with less than 42 days notice (as happens now, but requiring the agreements of the commissioner). But, woe betide the chances on tendering in future for any operator who chopped and changed services without discussion or agreement - with the tendering authority.

One thing that is currently being canvassed that I would not countenance is an increase in the limits on de minimis contract awards (other than indexation) - even though I have frequently been up against the maxima with more than one authority in the past.

The purpose of this provision is to save on the cost of tendering small contracts. A contact for £8,000 pa for up to five years is no mean thing. Some peak-hour school contracts are still being

'I do strongly believe that there is scope to scrap registration as we know it in favour of an acceptable form of public display'

operated for less.

If there is any increase in the de minimis limits, I believe that there should be some test (as opposed to public) tendering - say from three operators. This would limit the costs to the tendering authority (and, incidentally, operators), yet ensure fair play.

Briefly, but emphatically not as a throwaway line, I seriously suggest that, if the ideas herein are too radical for universal application, we should have a re-run of what preceded deregulation: some trial areas in which something highly deregulatory is tried and tested.

I am sure the results will confirm my view: that the industry is acting in a mature enough way to jettison almost all of the controls of so-called "deregulation".



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DAF

1983 (P.P) DAF SB 2300 -

BERKHOF ESPRIT, 53 seats recently retrimmed + courier, radio/pa/cassette, power door, curtains. New MoT May 1994.

DUPLE 425

1988 E DUPLE 425 -

CUMMINS L10, 7 SPEED MANUAL GEARBOX, 51 reclining seats + courier, centre sunken toilet, fridge, drinks machine, continental door, choice of two, MoT's 23/12/93 & 6/1/94. ONLY 1 LEFT.

1988 E DUPLE 425 -

CUMMINS L10, AUTOMATIC GEARBOX, 50 seats + courier, rear sunken toilet, continental door, fridge, drinks machine, MoT 3/1/94.

NEOPLAN

1983 (PP) NEOPLAN-SKYLINER

MERCEDES V10 - ZF MANUAL, 77 retrimmed seats + courier, toilet, fridge, water boiler etc. - current MoT.

LEYLAND

1989 (F) LEYLAND - TIGER

(CUMMINS L10 - 250), ZF MANUAL GEARBOX PLAXTON 3200, 53 recliners + 4 standees, double glazed tinted blinds to side windows. radio/pa/cassette, Telma, ABS & chassis autolube, excellent value & condition, MoT's from Nov '93 to Feb '94. ONLY 3 LEFT

1987 (D) LEYLAND - TIGER

(TL-11 260), JONCKHEERE P50, 6 speed ZF (splitter), 50 rec seats and courier, n/s rear toilet, curtains, radio/pa/cassette. MoT June '93.

1986 (C) LEYLAND TL11-260

5 speed hydraulic gearbox, Berkhof Everest 3.7 h/floor, 49 reclining seats, o/s centre sunken toilet, o/s continental door, Voltron electronic destination gear, curtains, choice of 4.

1986 (C) LEYLAND - TIGER

(TL-11 245), PLAXTON 3500, 6 speed ZF, 53 rec seats and courier, continental door, curtains, radio/pa/cassette, pannier lockers, MoT March '94.

1985 (C) LEYLAND TL11-245

5 speed hydraulic gearbox, Berkhof Everest 3.7 h/floor, 49 reclining seats, o/s centre sunken toilet, o/s continental door, Voltron electronic destination gear, curtains. Choice of 3.

1984 (Dec) LEYLAND
TL11-245

5 speed hydraulic gearbox, Berkhof Everest 3.7 h/floor, 53 reclining seats, Voltron electronic destination gear, curtains.

1982 (X) LEYLAND - TIGER

(TL 11 - 218) PLAXTON VIEW
MASTER (SOLD) 53 seats recently re-trimmed, current MoT.

MERCEDES

1987 (E) MERCEDES 609 D

COACHCRAFT, 25 highback seats, luggage racks, power door, full soft trim, wheel discs, MoT 30/11/93.

1982 (Y) MERCEDES 0303

JONCKHEERE BERMUDA, 51 recliners + courier, recently re-trimmed, toilet, TV/video, radio/PA/cassette, Webasto, blinds, o/s continental door, MoT 22/10/93.

MCW

1985 (B) METROLINER

72 seats, Cummins L10 - 290, Voith automatic, ~~SOLD~~ let, servery, drinks, MoT Nov 1993.

TOYOTA

1989 (G) TOYOTA - OPTIMO

(6 cyl), 18 seats, curtains, drinks facility, power door, current MoT.

VOLVO

1989 (F) VOLVO B10M -

VAN HOOL Alizee 'H', 6 speed ZF, Telma, 49 seats + courier, footrests, ~~ts~~ double glazed, continental door, radio/pa/cassette, current MoT.

1987 (D) VOLVO B10M -

PLAXTON 3200 (low driver), Telma, 53 Vogel seats and courier, double glazed, curtains, radio/pa/cassette, part pannier lockers, MoT 1994.

SCANIA

1985 SCANIA K112

PLAXTON 3200. Low driver, 5 speed (splitter) gearbox, 53 recliners + courier, Telma, Radio/PA/ cassette, MoT April 1994.

VANHOOL

1988 (E) VAN HOOL T815

ALIZEE H. (CUMMINS L10). 6 speed, ZF gearbox, 49 recliners + courier, o/s centre continental door, o/s centre sunken toilet, double-glazed, TV, drinks, radio/PA/Cassette, drivers bunk, maroon curtains, Webasto + Telma. Choice of 2. MoT's 10/2/94 & 3/2/94.

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Mainline gets Crinkley Bottom

FIRST off the mark for the series of Crinkley Bottom promotions is soon to be privatised Mainline which will run services from Sheffield and Rotherham to Doncaster racecourse.

Presenting a bus ticket to the man who goes everywhere by helicopter, is Doncaster area marketing manager John Swan, who looks distinctly uncomfortable coming to terms with his height advantage.

Or perhaps John is trying to figure out how the ticket will fit into the new

Wayfarer 3 machines, or maybe he's just been told Mainline managers who do not achieve their targets in the first month of new ownership will be the first volunteers for the free-fall display at the party.

• The thrills and spills in Crinkley Bottom are part of this Summer's major coach tourism event -



John Swan presents the first Mainline Express ticket to Noel Edmunds

Noel's Garden Party, based on the top-rated TV show. It will be at Doncaster Racecourse on Saturday July 31 and Sunday August 1, and at Haydock Park on Saturday August 29 and Bank Holiday Monday, August 30.

Each of the four events will attract around 25,000 people - most will arrive by coach or bus.

Some things do change

AN intriguing press cutting landed on the Coach and Bus Week newsdesk this week with the headline: "300 fewer Sunday buses for Londoners." More cuts in the run-up to deregulation in the Capital?

The story gives details of a 12 per cent reduction in mileage. The reason? A steady fall in Sunday passengers as more people use their cars for weekend travel.

It is a scenario being repeated throughout the UK. You may ask: "What's new?" Particularly when you spot the year at the top of the page - 1965!

The trend was there nearly 30 years ago, so we should not be surprised at the way weekend travel habits have evolved.

However, some aspects of bus operation have changed. Witness the last paragraph from the 1965 story:

"The new cuts would enable London Transport to put more buses on the roads from Mondays to Fridays. At present, during the week, even with overtime and rest-day working, there were 600 buses a day scheduled which did not run because there were not enough crews."

Evening Standard Industrial Reporter

Londoners face new cuts in Sunday bus services next January. A London Transport spokesman said today that starting on January 23 there would be a 12 per cent reduction in mileage, which would mean about 300 fewer Sunday buses on the roads.

The reason: a steady fall in people use their cars for weekend travel.

It was pointed out by the LTBU spokesman that this year Sunday buses had carried only about 46 per cent of the passengers they did 10 years ago. But bus services were still about 60 per cent of the 1955 level.

The new cuts would enable London Transport to put more buses on the roads from Mondays to Fridays. At present, during the week, even with overtime and rest-day working, there were 600 buses a day scheduled which did not run because there were not enough crews.

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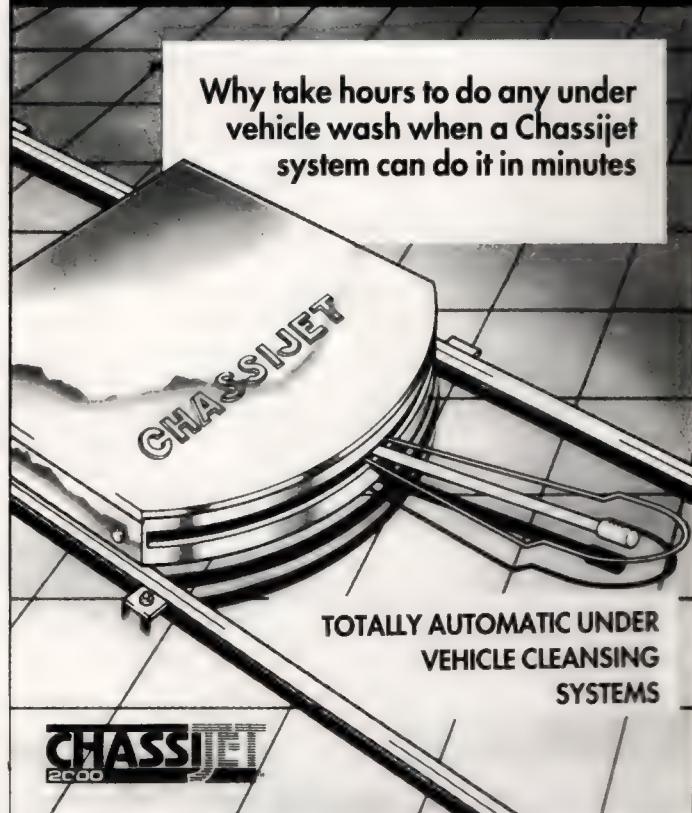
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"We should be aiming at horses for courses"

Many European countries enjoy a highly-integrated and properly-funded system

From Andrew Braddock

SIR

The positioning of your letters entitled "Pros and cons of Germany's public transport system" from Iain Macbriar and "LRT is a dead duck so bury it for good" from anonymous writer could not have been more apposite (*Coach and Bus Week*, May 29).

Dr Macbriar quite correctly points out that the Germans make much greater use of public transport than the British and yet have more motor cars per head of population.

The same is true of the Swiss, the Austrians and the Dutch. We should ask ourselves how this could be.

All four of the European countries mentioned (and virtually all the others) enjoy a highly-integrated and properly funded system of urban transport which involves a mix of tram, bus (and in some cases trolleybus) and heavy rail in the largest cities.

The operators in the Hague, Grenoble and Zurich (to name but three) can attest that tram or light

rail developments - both as extensions of existing networks and as completely new installations - generate more ridership than do improvements to bus services.

The fixed (and therefore obvious) nature of rail systems encourages passenger traffic and does achieve worthwhile shifts in modal split.

If we are to tackle the growing problems of urban congestion and pollution we have to get people out of their cars and, depending upon the size of city and its precise characteristics, there is a role in this for LRT and buses (in some cases, perhaps, as guided buses).

Your anonymous contributor's pollution argument is flawed as it fails to recognise that the problem exists in the cities due to excessive car use and the control of emissions from power stations (which he or she exaggerates) involves only a small number of locations, not thousands of vehicles constantly on the move.

It is now widely recognised that one of the worst transport planning decisions made in the UK was to abandon trams, while

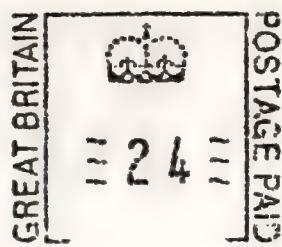
the bulk of our continental neighbours retained and modernised them to achieve the high quality LRT systems their public now use in increasing numbers.

Those countries who, like us, followed the American model of encouraging greater car use are now, without exception, re-introducing the tram, including, most notably, the Americans themselves.

In every case this brings about an increase in bus use, too, as the network effect of well co-ordinated public transport offers a real alternative to travel by car.

We should be aiming not for "dead ducks" but for "horses for courses" so that, where appropriate, LRT development is taken forward to achieve the better public transport for the next century that our country desperately needs, and which will benefit the bus operators too.

Andrew Braddock
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Write to: The Editor,
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Wentworth Street,
Peterborough, PE11DS,
or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our information.

Small operator discrimination is most unfair

From David Fenton

SIR

A report of a recent meeting of ABTA contains comments made by Dermot Cairns (Air Canada Vacations). He refers to some applications for membership being rejected because balance sheets told "a horror story". He went on to say: "Many domestic coach tour operators have net assets which are only four or five used (sic) coaches."

By inference this seems to be yet one more dig at the small coach operator.

I suggest that net assets of only four or five coaches might be considerably more healthy than many of the large tour operators who produce balance sheets of an impressive and creative nature that all too often, in hindsight, have proved to be far more insubstantial than a few used coaches.

The small coach operator may lack sophistication in the business world, but rarely, if ever, leaves hundreds of holidaymakers stranded without their holiday.

David Fenton
DF Travel Services
7 Wallace Road
London
N1 2PG

Freedom - but the cost is pollution and congestion

From David Wayman

SIR

Yes, rationing road space (or any other essential service or commodity) by price would be a bad thing (*Coach and Bus Week*, June 5). This form of rationing cannot fail to carry with it examples of injustice and unfairness, simply because it means in general an inequitable distribution of advantages and disadvantages.

A simpler, fairer and more effective policy would be to ration vehicle fuel for private use, not road space, and to do this through the system of distribution, not pricing.

The loss of tax revenue could be recouped by other means, such as reducing the amount of revenue forgone by the provision of a welfare state of tax benefits

for better-off people.

Along with a vigorous policy of getting much more freight traffic on to rails (not a policy likely to be achieved without some radical changing of attitudes), it would relieve our endemic disease of chronic severe and ultimately terminal congestion. This would bring obvious benefits to the operators of express coaches and trains and then not least, bus services.

The advantages to individuals, to communities, to the economy and to the environment would be both healing and liberating.

But, of course, it would all depend on the slaughtering of that sacred Government cow, the freedom of the individual. Freedom, that is, to pollute and congest with impunity and a lack of concern for the long-term consequences which will cost us all

dear in the end.

The ability to sacrifice short-term gains for long-term benefits is most evidently not a characteristic of this Government. But I believe that, in the words of Norman Lamont, to whom your editorial refers, it would be a price worth paying.

So, even if it's only for the gains it would bring to themselves, why don't operators campaign for something more radical and far-reaching than the proposals in question, something that puts public transport to the forefront and maximises what it has to offer?

David Wayman

Convener

Oldham Transport Users' Forum

24 The Grange

Oldham

OL1 4DP

Will the mystery man get in touch?

From Richard Wigginton

SIR

If your anonymous correspondent who thinks that LRT is a dead duck (*Coach and Bus Week*, May 29) would care to make himself known to me, I would be happy to enlighten him about pollution, LRT and Gloucestershire's transport policies.

Or perhaps I know him already!

Richard Wigginton
County Surveyor
Shire Hall
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GL1 2TH

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A record of cash flow

NY small to medium independent coach and bus operator will tell you that traditional stage carriage work is the best way of ensuring a constant cashflow. It gives them a sound base on which to layer invoiced work, such as sub-contracting to tour operators. But for the larger bus concern handling and security can make it a major headache - and it can take up a disproportionate amount of management time.

Of course, both large and small operators should be concerned about their cash-handling arrangements. Tickets from whatever type of machine provide a receipt at the point of sale for a bus ride.

Providing the revenue collection is effectively policed, everything should run smoothly. However, the technology exists to provide bus company management with much more, such as a comprehensive management audit of bus-by-bus and route-by-route performance - and more cost-effectively with lower staffing levels.

Like all new technologies, the emergence of electronic ticketing was first taken up by the larger companies. But its uses and obvious advantages are now also being used by operations of a more moderate size.

And mechanical cash handling is also becoming increasingly more sophisticated. Some types now available may be driver operated at the end of each and every piece on the road - providing the driver with a cast-iron receipt for all monies taken. When used alongside electronic ticketing, such systems

provide a means of constantly balancing revenues with the tickets issued.

Modern ticketing and cash-counting systems benefit drivers and operators. They also make the day's transactions more transparent and improve security.

On top of such organisation, operators may want to spread risk by contracting cash handling to the bank with an outside specialist security firm. Some operators find that separate accounting units at each depot work well, while others prefer the economies of scale with a centralised cash handling point.

The systems preferred quite often depend on the geographic circumstances of the operation, taken together with the prevailing conditions of local security.

According to the operations director of Edinburgh-based SMT, Mike Mitchell, the ticketing and cash handling system used usually represents a snapshot of a continuous chain of evolution.

"At the moment we have the same cash handling operation reproduced at all four depots - but we are in the process of centralising the operation to our main Westfield site, which is near to our main deposit bank," he says. "It will save bank-handling charges and the wages of cash-counting staff."

SMT at the moment uses a mixture of driver-operated cash counters and simple bag-drop deposit boxes. The latter are currently opened at the Westfield depot, the cash is reconciled with drivers' way bills and the coins are counted into plastic bags for dispatch to the bank. Ticketing is both electronic and computerised.

"Our previous system was expensive to maintain, but both have provided us with a comprehensive management audit," says Mr Mitchell. The audit provides information on the exact time of the transaction, the fare value, the type of journey purchased and the issuing driver. SMT management carries out passenger surveys with the data provided from single stages to whole routes - and can vary the parameters of its analysis by time band, driver and bus.

"It provides us with revenue protection, is an aid to route planning and as such allows us to respond effectively to competition," Mr Mitchell adds. "If a section of the operation changes it usefully gives us a rapid assessment of the impact and the passenger response. We can see at a glance where passengers are using the service on a particular route."

Over and above the importance of the management audit, however, is the design of the on-bus ticketing equipment, says Mr Mitchell. "Machines have to be hard wearing, reliable and resistant to driver scams. But whatever the machine, no matter how sophisticated, none can prevent the failure to issue a ticket in the first place."

"To see that this does not happen we employ old-fashioned inspectors. Our objective is to make sure the passenger pays the fare and the driver does the job properly."

"Electronic ticketing can only work if the

Tall ticket

Constant cashflow in attractive market segments in transport industry - but and auditing performance complex. Rod Davey takes a look at some general

driver presses the correct buttons - but it is fast and is able to calculate the correct fare from the stage numbers. It is also able to clear the driver of any charges of dishonesty."

But he adds that the main problems are the high cost of the initial capital installation and the requirement to be future proof. "Everything has to be purchased with an eye towards possible future developments into magnetic ticketing or smart card technology."

"On the plus side, our system gives us massive savings in machine maintenance costs and I estimate pay back on the investment to be between three or four years. The machines, if properly handled, should last for 10 years." SMT has a maintenance contract with the machine manufacturer.

Bill Davies, operations support manager with Stagecoach South, is responsible for systems support, providing help to operational managers outside the direct line function, and looking at new developments.

He provides a bridge between pure head office functions such as accounts, the depots, the engineering section and the operation itself. As such he is the ideal man to ask about ticketing and coin handling.

Coin handling at Stagecoach South is very much a mixed bag," he admits. "The systems were inherited from the different companies which make up Stagecoach South - along with eight different depot locations spread along the south coast." However, the company is looking to replace its coin handling machines within the next two years.

He explains: "Our operation is not centralised. Hampshire Bus, Hants & Surrey, Coastline and South Coast Buses operate autonomously."

But Mr Davies also recalls the old Southdown operation, now split between two oper-

king s and sh

akes running buses an nt in the road passenger handling cash revenue nance makes it more ks to operators and looks ral solutions

ating arms, used to have a centrally-based cash point in Worthing. "There are no disadvantages," says Mr Davies. "And moving cash around involves issues of security."

Trade union scrutineers are not used, with Stagecoach South carrying out an open-door policy - allowing drivers and representatives to visit the cash offices and inspect the paperwork whenever queries arise.

However, when it comes to ticketing equipment, the component companies within Stagecoach South will be brought into line. "We have made the decision to rationalise ticketing into one electronic system."

For example, Mr Davies thinks there is not enough management information from the Hastings depot because it still uses a manual system and the electronic systems already in use are time-expired.

"We require a system which will help us plan services in response to competition and give us information for local authority tendered services, contracts and concessions." He added that it was important the system also provided the local authorities with a reliable audit of the services they fund.

PMT uses automatic cash counters which bag the money, which is then dispatched by an outside security firm. "It is one way of managing risk," says managing director Steve Ellis. But with different ticketing systems in the core PMT operation to those at Crosville and Red Rider, together with Greater Manchester PTE going on to the smart card system, Mr Ellis feels it is time to rationalise the system.

"I am a strong believer in electronic systems with a stored fare facility," he says. "It makes life easier for the driver and it is better for the company that the fare charged is correct. The system we prefer has this and gives our management origin and destination

information.

"It will also be linked to a specialist computer package with a team of four personnel dealing with the data. We feel the system will be more reliable and will reduce maintenance costs."

Brighton Borough Transport's financial director Marsden Scourfield prefers hopper safes, both wall mounted and stand-alone, for receiving BBT's daily cash takings.

"They are driver operated and display the amount paid in on a digital display," he says - adding that notes taken are also verified. "Advantages include costs savings from using one cash handler replacing the three previously employed. The drivers also get a receipt for cash taken and the system operates 24 hours a day."

The mixed coin is kept in a secure vault and is dispatched to the cashier who first uses a coin sorting machine, then a bagging machine before the revenue is sent to the bank.

"Each morning the cash is counted and bagged within one hour," he says. "We've had the system for two years now and I wouldn't be without it."

Regarding ticketing equipment, Mr Scourfield says that reliability and the provision of management and county council information are the main requirements from any system.

"But we are not so concerned about origin and destination information due to our extensive use of off-bus ticketing," he adds. Speed of issue, ease of use and a look-up fare facility are other considerations.

"The system must also be able to interface with magnetic and smart card systems - this is a paramount concern when buying any new ticketing equipment."

BRANDT UK



State of the art coin sorter/counter

BBT has had comparative trials with various systems and has examined variables such as ease of use, robustness and passenger-friendliness - as well as ongoing maintenance costs, competitive prices for spares and how the system is handled by its own machine repair facility. Mr Scourfield says he prefers electronic ticketing.

How systems fit into the chain of cash handling is considered the main point for Harry Steward, managing director of Welcome Passenger Services Ltd - and he gives a good example of ticketing and cash handling working together on its 38-vehicle fleet.

"Drivers pay in at the same time as they process their machine modules into the depot reader. All shorts and overs are handled immediately. They are reimbursed up to £1, otherwise we carry out a waybill print out which details all work done." A second machine bags the money ready for the bank.

"Our electronic system provides a daily report from each driver's module - giving the value of tickets issued to check the money balance," says Mr Steward.

"It also gives us a route-by-route breakdown. Further analysis is available with more sophisticated software." He adds that the main consideration with ticket machines is that they should be tamper-proof.

Whatever approach is taken by the operator, it would appear that modern electronic systems offer the best option. But whatever system is used, actual management application would appear to be the most important aspect of the cash handling and ticketing issue.

Solutions will vary, depending on the unique circumstances faced by every operation. But the best answers will only arise from a thorough evaluation and appraisal.

BRANDT UK International has unveiled the state-of-the-art Mach 7 high-speed coin sorter/counter. The Mach 7 is the first high-speed coin handling product to be made available in Europe. This follows a long history of success with the company's US parent, Brandt Inc, which has over 100 years experience as one of the market leaders in coin and note counting.

The Mach 7 has a range of features and benefits suited to the needs of the bus and coach business, including a Management Information Control System (MICS), RS232 computer interface, programmable bag stops, a built-in automatic feeder and easy maintenance.

Also available from Brandt is what it describes as "the fastest forged bank note detector in the west". The Brandt 8672 MTD note counter can count and check 600 notes per minute.

Contact on
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A Black plastic top, strap
handle, 6 divisions, can be
closed when hanging on
bracket (not provided)

B Grey metal top, wire
handle, 4 divisions, cannot
be closed when hanging
on brackets (not provided)

C Black plastic, designed to
be fixed, to counter top
with 4 divisions. Lid when
open, becomes a receiving
tray for coins. "Velcro"
locking to stop lid vibrating
when closed.

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DE LA RUE SYSTEMS (UK)

DE LA RUE Systems (UK) has acquired CASE-ICC Ltd and can now offer a comprehensive range of coin and bank note processing products.

Included in the range on offer is the Titan 2408 counter and sorter.

Automatic coin packaging machines provide a high-speed and low-cost bagging

solution to prepare coins pre-packaged. The 5300 and 4300 machines maximise this opportunity.

Desk Top Sorters and Counters for coin and note complement the counting process.

De La Rue Systems completes its range by providing application-driven computer

systems such as the Car Park Case Management System - a computer software application that produces an array of management information in report format to meet the requirements of the customer.

 Contact De La Rue Systems (UK) on 0635 550300

FORMTEX PLASTICS

FORMTEX Plastics is co-designer, manufacturer and stockist of three alternative designs of cash scoops and coin collection trays.

These have proved to be very popular since their introduction over 10 years ago and are now widely used in the transport industry - from the large commercial bus companies to the one-person coach and bus outfits. The company quotes a standard price range for quantities up to 100. Larger quantities qualify for a graduated discount.

Formtex Plastics has been established for over 17 years and offers a

wide range of manufacturing facilities in vacuum forming, fabrications and assemblies.

The company is prepared to co-operate on any special project requirements and designs for cash scoops, or any other products that fall within their scope of manufacturing.

 Contact Formtex Plastics Ltd on 081 568 6791.

METRIC GROUP LTD

METRIC Group Ltd's Almex Division has years of experience in providing reliable, high-quality ticketing systems for the transport industry worldwide.

The A90/Eurofare electronic ticketing system is operational in 45 locations throughout Europe. It offers high-audit integrity and cash accountability. The standard software provides rapid pre-set fares, driver entered fares, full stored fares, pass recording and group fares. In addition to these standard features, software can be configured for specific combinations to suit the customer.

The compact, easy-to-use Magnetic Card System can han-

dle all types of magnetic cards, including multi-journey, off-peak travel, season tickets, value cards, school passes and pre-paid travel.

Already in operation in 10 European countries, the MCC can be used in conjunction with the A90/Eurofare enabling fast validation or cancellation of magnetic cards with clear printing on the cards where required. The A90/Eurofare controls the MCC and collects transaction data for subsequent processing. Metric's Almex division is sole UK supplier of Cambist and Pendamatic change givers.

 Contact Metric Group Ltd on 0285 651441



The Hi Tech Eurofare designed to blend in

SCAN COIN

SCAN COIN'S cash deposit point has been specifically developed for bus and coach operators and offers drivers a simple and secure method of depositing cash.

Well over 150 units are now installed with over 35 operators. Available as a through the wall unit or cabinet mounted, the CDP automatically counts coins, tokens and notes and issues a receipt for each transaction.

Cash is deposited in secure vaults which can be transported to the

cash office where cash can be sorted and prepared for banking. The CDP can be used in conjunction with Scan Coin's SC900 series sorter and CSS sachet machines to automate the whole cash-handling operation. Cash can be collected, sorted and conveniently packaged ready for banking with significant savings in bank charges.

 Contact 061 761 3814.

SCANPOINT (UK) LTD

SCANPOINT (UK) Ltd is currently supplying the turn key system for Greater Manchester PTE's new contactless smart card fares collection system.

It is also sourcing the smart cards for the project from GEC Card Technology of Walsall.

London Transport is also introducing a pilot scheme in the Harrow area from this summer and AES Scanpoint will be equipping 150 buses with contactless readers.

It will also supply GEC cards for thousands of passengers. Bus users in the

Walthamstow and Chingford areas have also shown considerable enthusiasm for the technology in an earlier, small scale trial carried out by LT recently.

AES Scanpoint also supplies magnetic card technology, and its smart card systems are in use with Milton Keynes City Bus, Eden Bus Service and five other County Durham operators, York's Park and Ride Service and the Essex operations of Bill Nelson and Bob West.

Apart from providing passengers with a convenient and attractive means of payment,

smart cards enable operators to gain from enhanced management information.

Local authorities benefit from improved accountability against concession claims and reduced survey commitments.

In Milton Keynes it was found the technology produced a significant increase in the amount of pre-payment, which now accounts for around half the city's bus fare purchases.

 Contact AES Scanpoint (UK) Ltd on 0203 422888.

SYSTECH SOLUTIONS

SYSTECH Solutions Limited, a sister company of Wayfarer Transit Systems within the Meggitt Electronics Group, provides a software system which helps reduce revenue loss and is claimed to increase operational efficiency.

The tracker system was designed to form an integral part of Wayfarer Transit System's software, but can also be used in conjunction with other operational systems with the addition of a depot reader interface.

It scrutinises data as and when it is entered - or whenever its services are required such as at the end of a working day. It enables bus and coach companies to have fingertip access to management and revenue data that show where fraud is taking place.

The system is used by the SMT Bus Company in Edinburgh and its subsidiary company Eastern Scottish Omnibuses Ltd. Operations director, Mike Mitchell says the software pro-

duces benefits on top of its Wayfarer ticket machine system, which has radically reduced bus boarding times.

"If we want to study data to try to find where revenue is going missing, without the software we would still have to sift through piles and piles of printouts, which is obviously very time consuming and expensive."

SMT has been able to target its revenue inspectors more efficiently and has reduced the number of inspectors from 18 to nine since introducing the system. Eastern Scottish has also found it has enjoyed an increase in takings on certain routes since it was introduced.



Stan Brown, Eastern Scottish manager, gets to grips with the Tracker software

 Contact Systech Solutions Ltd on 081 665 7004.

WAYFARER TRANSIT SYSTEMS

WAYFARER Transit Systems has the largest customer base of electronic on-bus fare revenue equipment in the UK. This extensive experience in fulfilling the revenue control and audit requirements of bus operators is now extended significantly in the latest generation of ticketing systems based on the new Wayfarer 3.

Now the system can be used as a power-

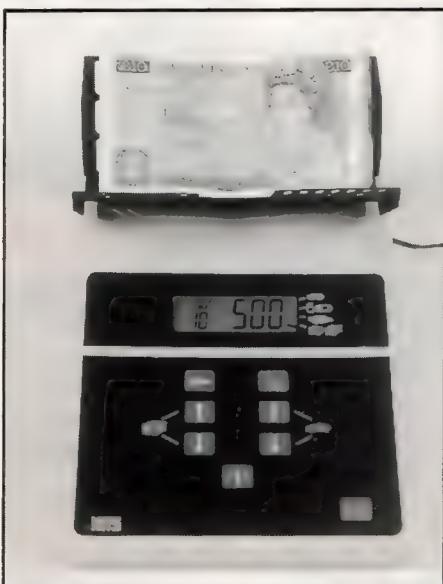
ful marketing tool, promoting and encouraging bus travel as a quality product, offering wide ranging and flexible ticketing systems based on magnetic or smart card technology.

Operational advantages also arise from speedier transaction times, coupled with the additional planning information provided in such areas as passenger "origin and destination" and vehicle loading figures produced

by the new "Windows" based WCS Software.

The company has carried out extensive investment for the future with computer-aided design and manufacturing systems and enhanced customer support facilities at its newly-extended Poole headquarters.

 Contact Wayfarer Transit Systems on 0202 67671.



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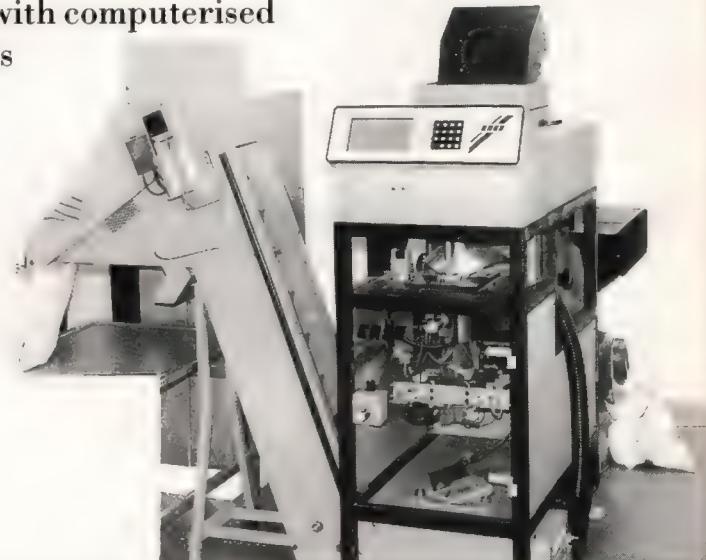
De La Rue Systems (formerly CASE-ICC Limited) specialise in the complete range of coin and bank note processing solution.

The Cash Deposit System

Developed in 1991, using leading edge technology, the CDS 500 is currently in use in transport company cash offices throughout the world. This solution offers:-

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- * Fully compatible with computerised accounting systems

The Titan 2408 coin processing unit and the 4300/5300 series automatic coin sachet systems provide a fast and accurate method of processing and packaging of coin ready for banking, improving efficiency and reducing cost.



For further information please contact:-



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**YOUR WEEKLY
REPORT ON
LAW AND THE COACH
AND BUS
OPERATOR
BY MICHAEL JEWELL**

Bruce given last warning

THOUGH deciding to take no disciplinary action against the licence held by Margaret Bruce, trading as St Andrews Coaches, despite her second appearance at a public inquiry within seven months, Scottish deputy traffic commissioner Alan Worthington has given her a final warning about her future maintenance standards.

Mr Worthington said he wanted written confirmation within 14 days of Mrs Bruce's employment of a Mr Suthie as her new transport manager, together with a copy of his contract and of her intention to enter an inspection contract with the Freight Transport Association.



Yeomans fined for hours and tacho offences

FINES and costs totalling £5,280 were imposed on Hereford-based GH Yeomans Canyon Travel Ltd after the company admitted before Herefordshire Magistrates 74 drivers' hours and tachograph offences.

The company pleaded guilty to a variety of offences, including failing to produce tachograph charts, failing to ensure drivers returned tachograph charts within 21 days, and permitting drivers to take insufficient rest. It was fined a total of £4,780 and ordered to pay £500 towards the costs of the prosecution.

Fourteen of the company's drivers, who pleaded guilty to taking insufficient rest, and one, David Hammond, who pleaded guilty to failing to return tachograph charts to his employer, were given conditional discharges for two years.

Two other drivers, Leslie Harris and Robert Watkins, who each pleaded guilty to making a false entry in a tachograph chart, were fined £100.

All the drivers were ordered to pay £50 apiece towards the costs of the prosecution.

Prosecuting for the DoT, Beverley Bell said discrepancies were discovered when a traffic examiner asked the company to produce tachograph charts for his inspection.

Teacher ran defected coaches on school

PRESTON school teacher Michael Hughes, who runs coaches in his spare time, had the duration of his licence cut after the North Western traffic commissioner Martin Albu was told coaches used to carry school children had been found to be defective.

Mr Hughes, who trades as Michael Hughes Coaches, holds an international licence authorising the operation of four vehicles.

DoT vehicle examiner David Alcock said that a maintenance investigation was carried out after an anonymous complaint to the commissioner. Four vehicles were inspected. Two were issued with immediate prohibitions and two with delayed prohibitions.

There were four immediately dangerous items, 11 of a delayed nature and three advisory defects. The vehicles showed evidence of being prepared for the examination and repairs had been carried out.

Maintenance and inspections were carried out by a Mr D Graham. The records showed that vehicles were inspected at intervals varying between four and eight weeks. Mr Hughes said he was changing maintenance arrangements as he was not satisfied with

Mr Graham.

Mr Alcock said the maintenance records were incomplete and did not reflect the vehicle's condition. Vehicles were parked around the Chorley area.

There was an unsatisfactory history, possibly caused by Mr

There were four immediately dangerous items, 11 of a delayed nature and three advisory defects. The vehicles showed evidence of being prepared for the examination and repairs had been carried out

Hughes being employed as a full-time teacher. In his opinion, the current situation should not be allowed to continue. He agreed that one of the prohibited vehicles was refused clearance for excessive exhaust emission.

Mr Hughes said he was the

head of the Lower School at St Michaels in Chorley. He was first granted a licence in 1985 for one vehicle and the fleet had gradually increased. When he first applied for the licence Mr Graham was to be responsible for the maintenance.

That continued until the end of 1992. In 1991 his operation changed and that was the beginning of their problems. A contract was obtained with Lancashire Council for school children's swimming. That increased the amount of maintenance required and that was the point when he questioned the ability of Mr Graham to maintain the vehicles with the added pressure.

He was spending twice the amount of money on maintenance and that caused him to make a loss. He was very unhappy about the maintenance and decided something should be done.

The vehicles were now to be maintained and repaired by a John Miller. As a further check,

graph at Malvern when they should have inserted them at Hereford.

Mr Hammond had known he was required to return his tachograph charts to the company but he had been unaware of the specific time in which he had to do that.



Drivers failed to return charts within 21 days

Effective school run

they were to be inspected by a David Haydock at four-weekly intervals to make sure they were brought up to standard.

The agreement would cover three vehicles only because he wanted to cut down the number of vehicles operated. He had de-

He was spending twice the amount of money on maintenance and that caused him to make a loss.

He was very unhappy about the maintenance and decided something should be done

cided that the eldest coach had come to the end of its active life.

Mr Hughes said he had been a school teacher for 34 years. The opportunity had arisen for him to take early retirement in July. He then proposed to operate one coach only, and he would only

take on the work he wanted to as an owner driver.

Though his operating centre has always been in Longton, vehicles were parked in Chorley on a not infrequent basis. He was allowed to park in Chorley overnight in covered premises. Most of his contracts started in Chorley and it prevented a lot of dead mileage.

Mr Hughes said he accepted the action he had taken was not as swift and decisive as it should have been. Mr Graham's standard of work varied and that persuaded him not to take any action for some time.

In reply to the commissioner, Mr Hughes said he had one regular service taking children in the morning to school and returning them home at night.

Directing that the licence expire a year early, at the end of June 1994, and cutting the authorisation to three vehicles, Mr Albu said Mr Hughes' apologies should be to the children he carried on his vehicles, his other passengers and other road users. Things had been getting out of control but he took into account that Mr Hughes was to retire from education in July.



Loyalty to friends reason for unauthorised use of minibus

THE unauthorised use of a minibus cost Buxton-based Andrew Edge £290 in fines and costs, when he appeared before the Manchester City Magistrates.

Mr Edge, of Rockfield Road, Buxton, pleaded guilty to using a PSV when a higher rate of duty was payable, without an MoT certificate, without a Certificate of Initial Fitness, and without a PSV O-licence.

Prosecuting for the DoT, John Heaton said the prosecution arose out of a check at Manchester Airport. A traffic examiner saw an 11-seater Ford minibus enter Level 5 from the public road and a number of passengers alight. He established that the passengers had paid £8 each as a fare from Buxton to the airport.

The minibus was taxed at the light private goods rate of £100, instead of at the appropriate rate of £130, said Mr Heaton. To obtain an O-licence, a person had to satisfy the DoT they were a fit and proper person to hold such a licence, that they had sufficient financial resources and that they had proper garaging and maintenance facilities.

Before a bus was used as a PSV, it had to be examined by DoT engineers and a Certificate of Initial Fitness issued.

When interviewed, Mr Edge had said he had not wanted to use the vehicle, but the party members, who were all from the same golf club, were panicking that they were not going to get to the airport in time.

He had intended using a seven seater belonging to a friend plus a taxi, but the seven seater

Pedley licence bid turned down

ABID for a fresh O-licence by Brian Pedley has been turned down by West Midland traffic commissioner John Mervyn Pugh.

The refusal followed Mr Pedley, of Overton House, Overton Lane, Hammerwich, Staffordshire, failing to attend a public inquiry in Birmingham for the second time.

Mr Pugh said Mr Pedley had been called to a disciplinary hearing in September 1991 following prohibition notices and convictions. The authorisation on the licence was reduced from three vehicles to two, and a direction given that the renewal was to be considered at a public inquiry. A warning was issued concerning further convictions.

At that time Mr Pedley said he was unaware of any further convictions. However, on August 6, 1991, a date that was before the disciplinary inquiry,

there was a further conviction recorded against Mr Pedley for a serious driving offence.

Mr Pedley subsequently failed to renew his licence and that led to offences involving the unauthorised use of vehicles. In September 1992, the Traffic Area Office received a letter saying Mr Pedley's parking and maintenance facilities had been withdrawn from him.

A further parking and maintenance agreement was received but that was also later withdrawn. Mr Pedley was asked for further information regarding his parking and maintenance arrangements, but nothing further had been heard from him.

In refusing the application, Mr Pugh said he could not prevent further applications by Mr Pedley, but any further application would be considered at a public inquiry and looked at in great detail.



was already in use. Mr Edge told the traffic examiner he was selling the vehicle the following week as it was going to put him out of business.

Mr Heaton said Mr Edge had been convicted at Buxton in December of offences of a similar nature committed in September 1992.

Mr Edge said that, when he purchased the vehicle, he was not aware of the legal implications of the PSV regulations. He did not use the vehicle after December. He had parked it up and was preparing it for sale.

His mates at the golf club had arranged a holiday. Two days beforehand they were told they needed to be at the airport earlier than anticipated and the seven seater was not available. He did not want to let his mates down, so he said he would take

them in the 11 seater. They agreed a price of £65 but in the end he did not charge them anything.

He sold the vehicle three days after the offences at the airport. He had since been granted an O-licence and he had a minibus on order.

In reply to the magistrates, Mr Edge said he knew how serious the offences were after the December convictions. That was why he did not use the vehicle. He was pushed into using it as they were in a predicament when the seven seater was not available.

The magistrates fined Mr Edge a total of £240 and ordered him to pay £50 prosecution costs.



Coastline wash work completed

A £40,000 contract that included a vehicle washing system, a partial water reclamation plant and the refurbishing of a toilet block together with all the associated civil works, has been completed by Smith Bros & Webb Ltd for Coastline Buses, the Sussex-based operating unit of Stagecoach.

The work was carried out at the Leigh Park depot at Havant, Hampshire, where a Britannia Supreme two brush drive-through machine was installed. This machine is capable of washing up to 50 coaches and

buses per hour in any order of presentation.

Completely automatic, the Supreme's brush action provides a 45-degree movement across the front and rear of the vehicle.

The left-hand brush washes down the left-hand side and rear, while the right-hand brush cleans the front and right-hand side.

>Contact Ken Harrison, managing director, Smith Bros & Webb Ltd, Britannia House, Arden Forest Estate, Alcester, Warwickshire B49 6EX, tel 0789 400096 or fax 0789 400231.

Cost savings on limiters

Two initiatives should mean further peace of mind for operators running vehicles fitted with speed limiters.

Rugby-based Econocruise is now offering a service replacement actuator scheme for its EMA system claimed to save up to 40 per cent on replacement costs for speed control actuators.

Under this scheme, the company is promising to replace the entire actuator system on its EMA series limiters should any part of the actuator or cable link fail for just 60 per cent of the normal replacement cost.

Furthermore, Econocruise has increased its warranty period to two years or 150,000 miles.

Contact Econocruise on 0788 546333 or fax 0788 569283.



Britannia Supreme dealing with up to 50 coaches and buses per hour

Somers' lifts for depot

PMT Ltd has received four sets of mobile vehicle lifts and a scissor-lift table for its new depot at Adderley Green from Somers Handling of Halesowen.

PMT engineering director Tony Marsh said: "Somers won the order because their equipment provided a complete package which offered the best use of available capital. Column lifts have always been a sensible idea and are a good way to help maintain vehicles."

Somers now offers its customers a guaranteed Somers trained senior service person, on site within 24 hours of a breakdown call-out.

Contact Tim Jackson at Somers Handling plc on 021 501 1077.



PMT's busy workshops at Adderley Green

Queensbridge gets BS5750

TRANSMISSION re-manufacturer Queensbridge (PSV) has acquired the prestigious BS5750 quality assurance accreditation.

Managing director Mike

Wetherill said he had wanted BS5750 to demonstrate the quality level being achieved by Queensbridge, which is intent on building to original makers' standards.

ICI publishes new solvent brochure

A NEW, 28-page brochure detailing the Solve-Care product stewardship for solvents handling, usage and conservation has recently been published by ICI Cleaning Technology.

Solve-Care is ICI's pioneering "responsible care" programme aimed at encouraging environmentally responsible handling and use of solvents.

Topics covered in the brochure include: solvent conservation, recovery and distillation, hazards and precautions, first aid, ventilation and monitoring exposure.

Contact Cat Purvis, ICI Chlor-Chemicals, PO Box 14, The Heath, Runcorn, Cheshire WA7 4QG, tel 0928 513846, fax 0928 629655.



Inverter packs a big punch

If you want to run domestic 240-volt equipment without noisy generators or 12/24-volt appliances then an inverter is a solution.

Merlin has launched its Prowatt 800i inverter which it claims brings inverter technology into the 21st Century with hi-tech solid-state circuitry.

Weighing just 2.3 kg and smaller than a shoebox, this rugged unit packs a big punch 2,100 watts of surge power, 1,000 watts for 10 minutes and 800 watts continuous rating at 240 volts.

It is virtually silent, over 90 per cent efficient even at low loads and, with almost zero no-load draw and full safety cut-outs it can be permanently connected

to coach batteries and installed out of harm's way.

Contact Merlin Equipment on 0491 875599 or fax 0491 875150 in 12 or 24-volt versions, the Prowatt 800i costs £350.



The Prowatt 800i inverter

UK attractions keep their appeal despite recession

MORE than two and a half million visitors made Alton Towers the UK's most popular tourist attraction charging admission last year, according to a British Tourist Authority survey.

This 27 per cent boost in visits to Alton Towers is attributed to investment in two major new rides and the opening of EuroDisney, which heightened awareness of the attraction of Britain's theme parks.

The *Visits to Tourist Attractions 1992* report also shows many attractions with a strong appeal to foreign visitors had a much better year - with the Tower of London, Hampton Court Palace, Windsor Castle and Shakespeare's birthplace welcoming more than ten per cent extra visitors.

Overall, UK tourist attractions retained their appeal for visitors despite the recession, attracting similar numbers as in the previous year. Museums and galleries fared best (up three per cent) with an above-average increase for the third year running. The British Museum (with free admission) had

more than 6.3 million visitors - an amazing 1.2 million more than last year.

Generally, the number of visits to historic properties and workplaces remained the same in 1992. Visits to other types of attraction fell - gardens and leisure parks (down one per cent), country parks (down two per cent), steam railways (down four per cent) and wildlife attractions (down eight per cent).

The report lists the visitor figures and admission charges of 2,242 attractions with a minimum of 10,000 visits in 1992. Of these 60 per cent are privately owned, 28 per cent are owned by local authorities, and 12 per cent by the Government or its agencies.

Also from the BTA is the 16th edition of the annual *Digest of Tourist Statistics*, containing the most extensive compendium of UK tourism statistics available anywhere and giving an overview on tourism to, within, and out of the UK.

Number One Attractions, 1992

Attractions Charging Admission; Alton Towers, Staffordshire
Historic Properties; Tower of London
Gardens; Hampton Court Gardens
Museums and Galleries; British Museum, London
Wildlife Attractions; London Zoo
Country Parks; Strathclyde Country Park, Motherwell
Leisure Parks and Piers; Blackpool Pleasure Beach

Divided into 12 sections, the digest includes the international travel scene; overseas visitors to the UK; the domestic picture including holiday taking by British residents within Britain and overseas; hotels; and a final section listing the principal sources of statistical information on tourism. Tourism trends can also be checked at a glance - thanks to the tables which go back several years.

Visits to Tourist Attractions 1992, price £14 including postage is available from the British Tourist Authority, Department D, Thames Tower, Black's Road, Hammersmith, London W6 9EL and *Digest of Tourist Statistics*, price £40, from Department D, 24 Grosvenor Gardens, London SW1W OET.

Fact-finding initiative re-launched

CHESHIRE County Council's Tourism and Marketing Unit has reintroduced a programme of familiarisation visits to enable tourism industry representatives to gain first-hand knowledge of the county's wide ranging visitor destinations. The first of this year's visits took place recently when 30 managers from Tourist Information Centres throughout the North West took part in a one-day tour of attractions including the Silk Museum and Paradise Mill in Macclesfield, Jodrell Bank, the Tabley Cuckoo collection and Northwich's Salt Museum.

More details from Alex Holmes on 0244 603107

● Granada Studios tour in Manchester has been voted the Best Large Attraction of 1993 by the North West Tourist Board.

Between January and March, the North West Tourist Board ran a series of coupons in newspapers throughout the region asking readers to nominate their favourite attraction in the north west. The public voted Granada Studios Tour a clear winner. Coincidentally, the awards ceremony was held at Jodrell Bank Science Centre and was presented by the chairman of the North West Tourist Board, Anthony Goldstone.



Jodrell Bank manager Sylvia Chapman with Cheshire County Council tourism and marketing research and development officer Helen Crowe during the visit to Jodrell Bank by managers from North West Tourist Information Centres

D-Day trips from Stena

STENA Sealink has planned a series of We'll Meet Again special cruises for groups and social clubs this autumn on the Newhaven-Dieppe service. The trips are part of the build up to the fiftieth anniversary of the D-Day landings in 1994. Price is £20 each.

On-board entertainment cruises, sightseeing, day trips and mini breaks - including Paris, Amsterdam and Dublin, are also featured in Stena Sealink's *Fun Break Cruises For Groups* brochure for summer and autumn.

Star cabaret, the Sixties, rock and roll and nostalgia are themes running through the entertainment cruises being offered on all routes to France, the Hook of Holland and Ireland. Prices are from £10 each for a Ceilidh night on Stranraer-Larne or a Cabaret night on Fishguard-Rosslare.

Mini-break prices start at £58. For more details and brochures call 0233 646801.



Left: Hotel Sagafjord, Sæbø, traditional turf-roofed exterior but all pine panels and mod cons inside.



Right: Seven Sisters waterfall, Geiranger Fjord

Foray into the fjords country

“IF scenery was alcohol you'd be legless by lunchtime,” said one coach operator returning for the first time from Norway.

Just as well really because a large beer in a Norwegian hotel is likely to set you back around £5 because of heavy taxing and the cost of living is generally higher.

However, the average Auntie Bertha on a coach trip is going to be more interested in the quality of the scenery than the price of alcohol and will only need to spend money on a few souvenirs (there's a scheme for claiming back VAT) - and the price of a litre of diesel fuel is probably the cheapest in Europe at around 35p, so fill up when you arrive.

Anyway, operators have been known to bring over their own supply of alcohol to Norway plus, in most Norwegian hotels tea and coffee tend to be included with the meal.

Once seen, Norway is never forgotten. Its fjords, lakes and mountains form some of Europe's most beautiful scenery. Late May is one of the best times to go. The weather can be warm enough to get a suntan, blossom is everywhere, and the snow has gone from all but the higher mountain areas. It is possible to be down in the valley looking at an abundance of fruit trees and up in the mountains at a ski festival within the same hour. There is an abundance of spectacularly large waterfalls.

It's possible to take a coach right into a mountain and see a hydro-electric power plant in

A group of coach and tour operators recently returned from an educational tour of Norway organised by Eurofix tour consultants. Coach and Bus Week production editor Frank Forster accompanied them

action or visit Europe's largest glacier. The coach operator who wants to take his passengers somewhere a little different will also find other benefits from visiting Norway.

Once you've done the North Sea ferry trip, which can take around 26 hours if you carry on up the coast from Stavanger to Bergen as the Eurofix group did, you do not need to take the coach very far north before you come upon the fjords and lakes.

The Eurofix educational tour, though travelling about 1,000km, probably covered two to three times as much as a normal tour would do, mostly in the fjords

area of which the quaint old Hanseatic city of Bergen is the capital. The area comprises the west coast counties of Rogaland, Hordaland, Sogn og Fjordane and Møre og Romsdal.

You can cover as little as 300 miles on a Norwegian tour so there are big savings to be made, although the North Sea ferry trip, of course, is more expensive than a short Channel hop.

However, the ferry trip provides a good way for everybody to wind down and get into the holiday mood. It also has drivers' hours advantages and the driver can spend some time going over his route maps and instructions.

Sometimes, though, the North Sea can be quite choppy so it is wise not to pay for meals on board in advance - not everyone will always feel like eating.

The Eurofix educational began by boarding Color Line's M/S Venus at Newcastle which has the usual big-ship facilities including a restaurant with smør-gasbord style food.

In spring and autumn there are sailings on Saturdays and Tuesdays and in summer Saturday and Monday ones going direct to Bergen, with a Wednesday one calling first at Stavanger as before. All the return sailings call in at Stavanger, however. It's also cheaper to sail midweek.

Though Norway is sometimes called the Land of the Midnight Sun it is only in above the Arctic Circle where the sun shines at midnight. Norway has over twice the land area of the UK. From north to south the distance is as far as from London to Rome, so there are changes in climate and local culture to take into account. But even in the south, during the summer it is light until about 10.30-11pm — another advantage because you can pack more into your tours.

On arrival in Bergen at around 9pm local time, the Eurofix group had time to walk through the city to the Fløienbana funicular railway which took it 320 metres up one of Bergen's seven surrounding mountains. From the top is a spectacular view of the city below — a good way start to a tour. Price is 28kr, about £2.80 per person.



Waiting for a fjord ferry



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COACH TOURS & EXCURSIONS

The group spent the next night on board the ferry, which could be treated like an ordinary hotel. Norwegian hotels have no star system. "It's fair to say, though that, in most of the smaller town and countryside hotels, the standard of room doesn't vary too much," said Eurofix sales director Colin Brown, who accompanied the group.

Most have all the usual facilities, such as en-suite bathroom, colour TV, sometimes with satellite channels, and phone. But rooms often have a spectacular view of the fjords, lakes and mountains and that laid-back homely atmosphere which is part of Norway's charm. Often there is excellent fishing nearby, and sometimes skiing in winter. Most staff speak English - and like the English. Two-centre tours are possible.

The Eurofix group travelled in a Finnish Carrus Delta Star-bodied DAF SB3000 coach operated by BHV of Bergen and driven by Knut Harald Kvernes. Operators who run separate holiday tours could consider taking a group out either by ferry or plane and using a Norwegian coach firm such as BHV — a driver like Knut knows the Norway like the back of his hand as well as being able to speak good English.

The educational tour helped to illustrate the advantages such trips and some of the pitfalls those who fail to prepare the groundwork could face. Driving in Norway is not like driving in France or Germany. The population is only around four million so the country feels spacious and uncrowded. Though the roads can be narrow and winding, with extremely tight hairpins, there is not a lot of traffic.

One of the features the first-time visitor notices are the number of road tunnels. Many have only recently been bored through the solid rock of Norway's multitude of mountains and hills. The tunnels sometimes open up whole communities to the outside world and, together with satellite TV, are changing Norwegian society fast. Tunnels are normally four metres high but check out the tunnel height before your journey or you may find you or your driver having to reverse down a mountain road for half an hour.

It's no good basing your tour times on number of miles because the road conditions can



Parking no problem at the Flam railway

be so variable. Some mountain roads may not be open until as late as June because of snow. Main roads, though, even in the mountain areas, are nearly always open although, on winter ski tours, you may have to follow a snow plough in convoy. Some roads will even have different weight limits at different times of year.

There are, however, no road tolls to speak of, except a recently introduced system of "congestion-charging" in Oslo, Bergen and

WHERE THEY WENT

The Eurofix group headed north from Bergen about 25km and boarded the ferry to Knarvik, then travelled via Vikanes to Oppedal and across the 205km-long Sogne Fjord, again by ferry. As an example, the toll was 185kr (about £18) for the coach and driver plus 16kr (about £1.50) per person.

An overnight was spent at Hotel Sagafjord, Sæbø, after passing through Vassenden, Skei, and travelling on two more ferries, Anda to Lote and Folkestad to Volda.

On the next day the group headed north to Stranda and on to the Gudbrandsjuvet Gorge near the Troll Road (still closed through snow) before turning southwards to Geiranger, and some spectacular views of the town, especially from the Grotli Road (opens end of May), and a scenic ferry ride on the Geiranger Fjord, passing the spectacular Seven Sisters Waterfall. Then to Hellesylt; Hornindal; Stryn; and back to Skei for a night at the homely Skei Hotel before travelling on past Europe's longest glacier, the Jostedal, to Leikanger; Vik with its stave church and late ski festival in the Vikafjell Mountains; the Stalheim Canyon; and on to Flam for a ride on the Flam Railway with its wonderful views. A night in Voss at the Hotel Jarl was followed by a trip to Ulvik before returning to Bergen.

Trondheim - seen recently by British Transport Minister John MacGregor. On weekdays cars are charged 5kr, about 50p and coaches and buses 10kr, about £1, to enter the cities. There are toll booths to collect cash or a windscreen pass can be bought.

Voss is often used as a base on a first-time tour and is only about 90 minutes drive from Bergen. On such a tour the fjords area may not be explored in detail. If it is, however, it will be necessary to use the fjord ferries fairly frequently and the breaks they give are part of the charm of Norway. They do, however, increase the cost of your tour.

When travelling from one village to another, signposts will not always say that you need to use a ferry so it is best to know of the ferry's existence in advance and to know its departure and arrival times and costs. Eurofix will provide this information.

It has been known for coach parties to find themselves stranded on the wrong side of the fjord through not paying attention to last departure times and specific itinerary details. Adequate time must be allowed to get from one destination to another so you can

catch the right ferry.

The ferries have eating and toilet facilities and so can be used much as a motorway services stop would be in, say, France, because there is not so much in the way of roadside stops on land.

Because the ferries are used so much some departure points may be serving three different ferry routes so it's very important to ensure the coach gets into the right road lane and on to the right ferry. The driver also needs to give careful instructions to his passengers on where they will be getting on and off, making sure they get on the right coach. If there are several ferries, and several coaches on one ferry all sorts of chaos can ensue if this is not done.

Colin Brown said the main thing was not to try to cover too much in one tour and above all to "dispel the myth that Norway is freezing cold and full of polar bears." Another educational to Norway is planned for next year from May 17-24.

Eurofix packages tend to be tailor-made and prices vary accordingly. As an example, Eurofix quotes a 1993 price of from £214.50 per person for a tour staying at the Hotel Jarl, Voss for three nights half board and one night bed and breakfast — minimum of 30 passengers in twin rooms.

More information from Colin Brown of Eurofix on 0476 70187 (office), 0860 830859 (mobile), fax 0476 72718.

● Norwegian Tourist Board, Charles House, 5 Regent St (Lower), London SW1Y 4LR, tel 071 839 6255.

● Fjord Norway, PO Box 4108 Dreggen, N-5023 Bergen, Norway.

● Color Line Group Travel, tel 091 296 1313.



Mountain road in May



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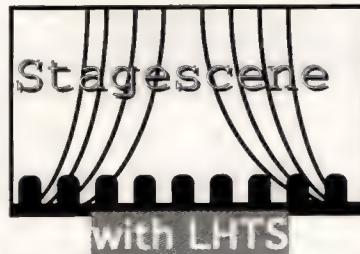
Sunset opening delayed 14 days

THE opening of Andrew Lloyd Webber's eagerly awaited *Sunset Boulevard* has been put back a fortnight until July 12 because of major technical difficulties with the set at the Adelphi Theatre.

Philip Schofield who took over from Jason Donovan in *Joseph* last year, finishes his stint in October, and Sir Andrew's Really Useful Company would like Jason to take over for the run-up to Christmas.

New boy Darren Day stepped straight into *Joseph*'s shoes a fortnight ago for a short stint while Philip was away on honeymoon - and he has been an outstanding success. American pop singer Debbie Gibson, 22, has won the lead female role in the £2 million West End revival of *Grease*. She will play the role of Sandy, the character made famous by Olivia Newton John in the 1977 film.

Debbie Gibson can sing beautifully and dance brilliantly as she has already proved in the Broadway production of *Les Misérables*. The National Theatre's acclaimed revival of the Rogers and Hammerstein hit musical *Carousel* is re-opening at the Shaftesbury Theatre in September for a limited season.



with LHTS

Joanna Riding will repeat her performance as the heroine Julie Jordan for which she won an Olivier Award for best actress in the musical, one of four Oliviers won by the show.

Carousel finished its four-month run at the National at the end of March. It was completely sold out and left thousands of people clamouring to see it, but no suitable West End theatre was then available.

Another success at the recent Olivier Awards was for *Crazy For You*, which won best musical. Andrew Lloyd Webber's *Cats* celebrates its 12th birthday this month at The New London Theatre. In September the Old Vic will be staging a revival of the sixties hit musical *Hair*. That inspirational explosion of youthful idealism comes 25 years after the original London production, which then starred a very young Paul Nicholas.

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 (35573/CS/DAF)

DAF CAETANO ALPHA, 1981, 51 recliners, radio p/a cassette, splitter box. Powerful touring coach with lots of luggage space, used on tours, MoT November. £12,500 + VAT. Tel. 0902 735477. (35568/CS/DAF)

DAF

1979 T reg DAF MB200 Plaxton

53 seats, re-upholstered, MoT Dec 1993, good condition, tinted windows, radio PA.

£10,000 ono + VAT

1977 FORD PLAXTON

53 seats, MoT Nov 93
 £3,000 ono + VAT

Tel. 0780 481223
 (35615/CS/DAF)

DAF

DAF SB2300

1986 DHS Plaxton Paramount 55 seats, private plate, rear engine, air suspension, very large luggage capacity, 6 months MoT, radio/p.a. moquette to roof & side casings.

£38,500 + VAT

Would consider part exchange

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FORD DUPLE COACH

First Reg 1/3/85, 85,000 miles, one owner, Health Authority, 45 seats, wheelchair lift and anchorage, toilet, very good clean condition, full year's certification for Private Hire work, ready for work.

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28 reclining seats, plus courier, arm rests, Jason hot water dispenser, full draw curtains, power door, MoT 8/93, excellent condition.

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1985 LEYLAND TIGER DUPLE CARIBBEAN II

49/53 rec seats with demountable wc, boxed and wired for video, servery unit, Blaupunkt stereo, removeable centre carpet, excellent condition.

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1988 (E) DUPLE 425 INTEGRAL 51 reclining seats, video and 2 monitors, centre sunken toilet, water boiler, servery and driver's bunk, resprayed in brilliant white two-pack, and in first class condition throughout, MoT November 1993. £46,950

TEL 0706 710022 anytime
 (35630/CS/DU)

FORD

1979 FORD PLAXTON, 53 seater, MoT Jan 1994, taxed Oct '93, radio p/a, Telma, curtains, nice condition. £4,950 + VAT. Tel. 0605 48211 (Norfolk). 0698 817738. (35513/CS/FO)

LEYLAND

1979 LEYLAND LEOPARD

VAN HOOL ARAGON

Long test, 50 recliners & courier, full blinds, Telma.

£8,250 ono

2x 1976 LEYLAND LEOPARDS SUPREME III

Express doors, long MoTs

£3,750 ono each

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or

021-354 7541

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49 reclining seats, video and 20' monitor, centre sunken toilet, water boiler, servery and driver's bunk. Resprayed February, maintained to the highest standard. February 1994 test. £79,950

TEL: 0706 710022 anytime

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December 1983 (PP) VOLVO B10M JONCKHEERE P599

51 reclining seats, video and 20' monitor, rear saloon-level toilet, water boiler. Servery and driver's bunk. This coach has just been resprayed in brilliant white two-pack, and has had a Volvo reconditioned engine, gearbox Telma and interior retrim within the past two years. Superb vehicle. November 1993 test £34,950

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(35631/CS/VO)

B10M VOLVO/VAN HOOL ALIZEE SUPER HIGH 48 SEATER. 1984. Toilet, fridge, hot water, Webasto, wire TV. Excellent condition. £43,000. Ring Richard Johnstone 0482 27542.

(35528/CS/VO)

B10M GLT VOLVO/PLAXTON 3500 5 STAR, 49 SEATER. 1986, air conditioned, toilet, fridge, hot water, TV, double glazed, bunk, Webasto, Telma, splitter. Excellent condition. £59,000. Ring Ian Maule 0507 358781.

(35529/CS/VO)

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B10M VOLVO

Van Hool Alizee, 48 seater, rear toilet/wash room, fridge, hot water, TV, bunk, Telma, excellent condition, MoT Nov '93, sold with new MoT if required.

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Eastons Coaches (Norwich)

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VOLVO 1978 B58 PLAXTON BODY, 53 seats, tested till May '94, ideal school contract vehicle. £6,500 ono + VAT. Tel. 0698 834714 (after 6pm).

(35564/CS/VO)

1980 PLAXTON B58, 53 recliners, power door, semi-auto, MoT December. £12,500 + VAT. Tel. 0902 763880.

(35569/CS/VO)

VOLVO B10M 1983 Plaxton 3200, 57 seats, retrimmed, MoT April '94. £27,000 ono

VOLVO B10M Duple Caribbean, 49 recliners, plus courier, rear toilet and boiler, MoT March '94. £28,000 ono

VOLVO B10M Van Hool Alizee, 53 recliners, plus courier, double glazed, Telma, MoT Sept '93. £61,000 ono

Tel: 0475 25353

(35632/CS/VO)

VOLVO, late 83 B10M Berkhof exec, 49, toilet, TV. Offers, Blythswood Motors, Glasgow, on 041-221 3165 or 041-639 6017 anytime.

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ask for Mark

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1977 LEYLAND ALFENDER T TYPE, basic Dip Tac, semi-automatic	£5,000 + VAT onto
1977 SEDDON ALEXANDER Y TYPE, basic Dip Tac, tested 19 August 1993, semi-automatic	£3,500 + VAT onto
1978 SEDDON ALEXANDER Y TYPE, basic Dip Tac, tested 9 September 1993, semi-automatic	£3,500 + VAT onto
1982 DENNIS (LANCE) ALEXANDER Y TYPE, basic Dip Tac, testing, fully automatic	£7,000 + VAT onto
1984 DUPLE CARIBBEAN (Volvo) B10M, 51 seater, tested 11 May 1994	£26,000 + VAT onto

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FORD TRANSIT 2.5 Di, 1986, 16
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1989 (G) FORD TRANSIT, petrol, 15 seats, non PSV.

1983 (Y) 307 MERCEDES, 12 seats, high roof, luxury.

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(35606/MM/MB)

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92 LEYLAND DAF, 12 PSV, side door

91 TALBOT 12, PSV, diesel

91 TRANSIT 16, diesel, PSV, SLD

91 MERC 609, 26 seat, testing

90 TALBOT TRAXILE, 22 + 7 service bus

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89 LEYLAND DAF 16, low roof, PSV

89 TRANSIT 14, diesel, PSV, Deansgate

89 G MERCEDES, 14 seat, diesel, PSV

89 MERCEDES 408 D 16, low mile, new test

88 E IVECO, 12 seat, PSV, 2000 miles, new test

88 F MERCEDES, 14 seat, diesel, PSV

88 F MERCEDES 709, 21 seat, coach spec

88 E MERCEDES 809, 23 seat, coach spec

87 VOLVO VAN HOOGL, 53 recliners, all usual extras, long test

87 SHERPA CARLIE, 20 + standees

87 MERCEDES 811 Turbo, 26 seats, tested

87 MERC 814, 29 coachbuilt, power door

86 IVECO, 19 + 7 standees, service bus

86 VOLVO 700, 26 PSV, manual box, tested Available 7 days

86 FREIGHT ROVER OPTARE, 16 seat, coach spec

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86 RENAULT DODGE, 20 + standees, large entry door, auto, power steering, + 23 Reebur, manual

86 LEYLAND CUB OPTARE, 33 plus standees

85 TRANSIT 12, Diesel, 26 PSV, 13 seats

85 RENAULT DODGE, 20 + standees, large entry door, auto, power steering, + 23 Reebur, manual

85 LEYLAND CUB 33 plus standees

85 LEYLAND DOYAN SA, exec, 51 + demountable, 1V video, new test, 400K only Reasonable offers.

84 MAN ASTRON, 60 seats, TV, toilet, full spec, tested

84 NEOPLAN MERC, 75 seat, full spec, V10 man box, new test

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83 VOLVO B10M BERKHOFF, 49, toilet, TV

83 DODGE R BURGESS, diesel, auto, 17F door

82 GOLDLINER B10 VOLVO EXEC, 46, toilet and servry, large windows

82 VOLVO GOLDLINER, 53 recliners, glazied corner, large windows

82 VOLVO B10 GOLDLINER, 51 recliners, express windows, tested

82 BEDFORD, 29 Plaxton, p door

82 DENNIS LANCAT, service bus, auto, Diftec, 49 + 21 standees, tested

79 V VOLVO Duplex II, 48 rec, toilet, tested

79 F VOLVO Duplex II, 48 rec, toilet, tested

79 F VOLVO UNICAR, 53 seat, tested

78 LEYLAND Duple Express, no test

77 LEYLAND ALEXANDRA, body, service bus, s/auf

77 SEDDON GARDNER, s/auf, service bus

77 SEDDON GARDNER ALEXANDER, s/auf, service bus

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COACH AND BUS WEEK ENDING 19 JUNE 1993 43

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- 1987 D BEDFORD YNT**, Plaxton Paramount, 11 metre, 53 seat coach, radio/PA, power door, MoT June '94.
- 1986 D IVECO 79/14** Caetano, 24 seats, power door, destination gear, Telma retarder, MoT Aug '93.
- 1986 D MERCEDES 608D** 21 seats, 6 standees, power door, destination gear, MoT June '94.
- 1986 C MERCEDES 307D**, Reeve Burgess, 12 seat minicoach, MoT March '94.
- AEC ROUTEMASTERS**, 64 seats, various MoT dates, a choice of 10.

Evenings
041-775 1884
LUXURY COACHES

- 1984 A VOLVO B10M BERKHOFF**, 60 seats, toilet, wired for TV/video, radio/PA, MoT April '94.
- 1982 Y FORD 360 T** Duple Dominant IV, 53 seats, power door, radio/PA, MoT Oct '93.
- 1981 W BEDFORD YMT**, Duple Dominant 2, 53 seats, radio/PA, MoT Nov '93.
- 1980 V LEYLAND LEOPARD** Duple Dominant, 53 recent retrimmed seats, express doors, semi auto, MoT Jan '94.
- 1979 T BEDFORD YMT**, Plaxton Supreme IV, 53 seats, radio/PA, power door, MoT April '94.
- 1978 S BEDFORD YMT**, Duple Dominant Bus, 61 seats, express doors, destination gear, MoT October '93.

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- 1987 'D' Van Hool Super High** – Royal Tiger Semi Auto. 53 reclining seats, October '93 MoT£42,000
- 1986 'D' Van Hool Super High** – Royal Tiger 6 Speed Manual. 49 reclining seats + Courier, Telma, Webasto, centre sunken toilet, 4 spare seats, servery, October '93 MoT, choice of two£42,000
- 1986 'C' Duple 340** – Tiger 260 Fully/Semi Auto, 49 reclining seats + courier, toilet, servery, Tempo 100 Spec, March '94 MoT£34,000
- 1986 'C' Plaxton 3500** – Royal Tiger 6 Speed Manual, 48 reclining seats, Telma, continental door, centre sunken toilet, servery, July '94 MoT£34,000
- 1984 'PP' Plaxton 400 Neoplan Mercedes V10 automatic ZF**, 73 reclining seats, toilet, drinks machine, fridge, new MoT£48,000
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- 1984 VOLVO B10M PLAXTON PARAMOUNT 3500**, 53 recliners, tinted double glazing, continental door, peage window, radio/tape, red/black/grey interior, exterior white/mauve, choice of 2, MoT 5/94£39,950

- 1980 FORD R1114 PLAXTON SUPREME IV**, 53 seats, power door, Bristol dome, twin electric wiper motors, orange/gold moquette, fawn floor, exterior cream/tan, MoT 3/94£5,950

- 1980 LEYLAND LEOPARD PLAXTON SUPREME IV**, express doors, 48 fixed Relaxa seats, destination dome, semi-auto gearbox, orange moquette, fawn floor, exterior cream, unsignwritten, MoT 2/94£7,950

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- 1986 VOLVO CAETANO**, 49 seats, MoT 7/11/93, choice of 2.
- 1985 LEYLAND TIGER PLAXTON 3500**, 49 seats, MoT 2/94.
- 1985 VOLVO 3 AXLE VAN HOOGL ASTRON**, 61 seats, MoT 11/93.
- 1985 VOLVO 2 AXLE VAN HOOGL ASTRON**, 61 seats, MoT 12/93.
- 1984 VOLVO 2 AXLE VAN HOOGL ASTRON**, 56 seats, MoT 5/93 and 1/94, choice of 2.
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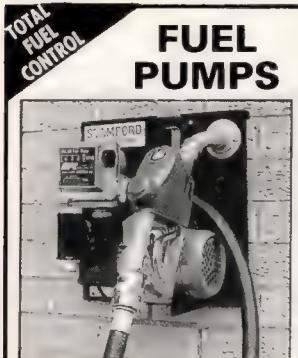
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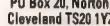
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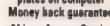
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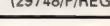
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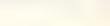
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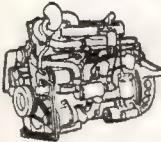
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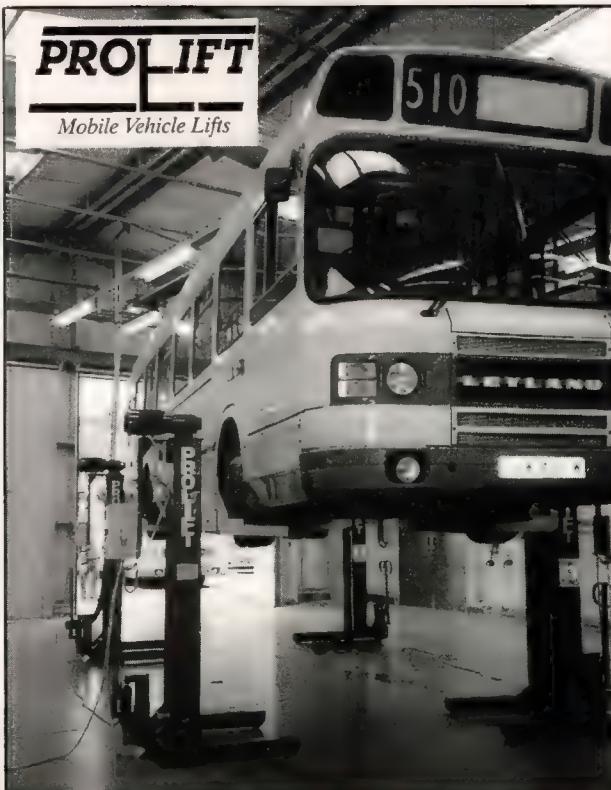
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(35557/P/VLI)

BUSINESS FOR SALE

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for
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Planning permission to operate a Coach Business please apply to:
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Peterborough PE1 1DS
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County Durham Coach
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6 International Licences and 6 vehicles. On-going contracts, good private hire, rented depot & workshop for 20 plus vehicles.

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SITUATION WANTED

EXPERIENCED MANAGER - Graduate, 36, MCIT, CPC, PCV, operational/commercial/general management background, seeks new challenges, full time or consultancy basis. Apply Box No. 35642, Coach & Bus Week, EMAP Response, Wentworth House, Wentworth Street, Peterborough PE1 1DS. (35642/U/SW)

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WORK WANTED. High spec, 31 seater, Mercedes coach and experienced driver for hire. Long or short term. Tel. 0782 317122. (37199/UN/WW)

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PHONE FREE



To sell your Coach or Bus,
simply call freephone number

0800 581885

The call will cost you nothing on
MONDAY AND TUESDAY
ONLY.



APPOINTMENTS AND TENDERS

**Coach & MOT
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7 International Licences, 5
Vehicles, Freehold Garage.
Approx 3,000 sq ft.
Senior Partner wants to retire.
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WANTED
Bus/Coach Business with
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Requires up to 8 minibuses.
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Best prices paid

Reply to Box No. 37200
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Invitation to tender

London Transport invites tenders for the
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They will continue to be marketed as an integral
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BEXLEY/GREENWICH

MOBILITY BUS NETWORK

PECKHAM/CAMBERWELL MOBILITY BUS NETWORK

The closing date for tenders is Monday 2nd August
1993, and the services are due to commence in
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If you are interested please talk to Nick Newton on
071-918 3468 for details and application forms.

Or write to him at:

Tendered Bus Division, London Transport, Broadway
Buildings, 55 Broadway, London SW1H 0BD.

London Transport



(35558/ATEN)

NEWS REPORTER COACH AND BUS WEEK

Coach and Bus Week, the market-leading trade weekly for the PSV and tourism industry, is looking for a news reporter to join its high-calibre editorial team.

The position will involve news reportage on both the tourism and PSV sectors of our markets, with the possibility of some feature writing. Ideal candidates will have at least one year's experience, preferably on a news desk. A professional qualification would be desirable.

This is a ground-floor opportunity on a fast-moving weekly title which is part of the Emap plc group. The possibilities of promotion for the right candidate are very high.

If you can offer:

- Excellent news writing skills
- The ability to work under pressure
- The ability to meet tight deadlines
- A sense of humour

We can offer

- An excellent career opportunity
- A stimulating, friendly working environment
- Exceptional large company benefits, including profit share, pension schemes, share option schemes, health schemes and 25 days holiday

If you think your experience and skills match up to our requirements send your CV to:
Mike Morgan, Editor, Coach and Bus Week, Emap Response Publishing, Wentworth
House, Wentworth Street, Peterborough PE1 1DS. Closing date 3 July, 1993.

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